



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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J. ROSENBAUM GRAIN COMPANY'S IRONDALE ELEVATOR A., CHICAGO.
Macdonald Engineering Company, Chicago, Engineers and Contractors.

J. ROSENBAUM GRAIN COMPANY'S IRONDALE ELEVATOR "A."

The new grain elevator just finished by the J. Rosenbaum Grain Company of Chicago, known as the "Irondale Elevator A," is located in the Irondale district of the Calumet River at One Hundred and Seventh street, South Chicago, on the magnificent new slip recently completed by the C., R. I. & P. Railway Company. The completion of this building introduces a new epoch in the elevator building industry of this country, and establishes a pace, in the line of progress, that must be followed by those who would keep to the front in the grain trade, with the best possible equipment for handling the business. It was characteristic of Mr. Joseph Rosenbaum, president of the company, to select nothing but the best that money could purchase for his company when he decided to embark in the grain business on the Rock Island Railway terminal at Chicago; and a splendid piece of property of eight acres was purchased, having a frontage of ten hundred feet on the southwest side of the slip.

In April, 1901, a contract for the erection of a million-bushel steel, fireproof elevator was awarded the Macdonald Engineering Company of Chicago, to be built on plans submitted by the contractors, and work was immediately begun. During the entire year a large force of men made a scene of much activity and the great building steadily grew, consuming thousands of tons of steel, concrete, stone, cement, brick and thirty carloads of machinery.

The general scheme worked out by the plans consists of a million bushels in storage bins, built on Macdonald's patent system of bin construction and divided into 100 separate compartments, the largest of which holds 15,000 bushels, while the smallest contains 2,000, all hopper bottomed. The bins are supported by a heavy steel frame at a distance of 18 feet above the ground floor and are inclosed on the dock front and at both ends by a brick wall. The remaining side is inclosed by a commodious steel train shed, spanning both receiving tracks and extending the full length of the building. The train shed is built two stories high, the floor of the second story being 20 feet above the tracks and the roof 18 feet above the floor. In this commodious room is located the cleaning machinery, consisting of four No. 9 Monitor Double Receiving Separators and four Eureka Oats Clippers, 1,500 bushels' capacity per hour. All bins adjacent to the cleaning room are hopped at a point above the machines high enough to reach them by spouting, the lower compartments of the cleaner bins being used for storage.

It will be seen that while the first story, or working floor under the bins, is of generous proportions, the car tracks are kept outside of and ranged along the main structure in the car shed. Eight stands of elevator legs, two located in each pit, extend through the front row of bins to the top of the cupola, where they discharge into eight garners and Fairbanks Scales of 1,400 bushels' capacity each. All of the legs may be used simultaneously as receivers. Each of the two tracks in the car shed accommodates four cars, those nearest the building discharging directly to four of the legs. The remaining four legs are reached from the second track by extending the track hopper under the first to the second track and carrying the grain on a belt conveyor to the legs. In addition to the eight receiving legs, four of 10,000 bushels' capacity and four of 15,000 bushels' capacity, there are two cleaner legs of 6,000 bushels' capacity each. The cleaning and clipping machines discharge to any of the ten elevators, and all reach the scales, so that all cleaned grain may be weighed.

Three-quarters of the bins are filled and emptied by means of belt conveyors, the remainder by spouting from the scales. The arrangement for distribution of grain from the scales to the bins is such that by one elevation by any leg in the system the grain may be delivered to any bin in the house. The conveyor system on the first floor carries grain from any bin to the elevator legs at the rate of 1,500 bushels per hour for each leg.

An unique feature of the machinery arrangement

is found in the cupola equipment. The weighman, located on the bin floor, is in complete command of all operations, directing the grain as received from the elevator legs to the storage bins or to the shipping spouts. While the cupola rises to a height of 65 feet above the bins, there are no floors above the bin floor. Walks and runways, guarded by hand rails, give safe access to all machinery and working parts, but the whole general effect of the interior is an open steel frame, supporting the scales, garners, elevator legs and machinery on massive steel girders. The scale beams and all valve mechanism by which the scales are operated are located on the bin floor below the scales. This arrangement brings all the eight scale beams inside a line 125 feet long and reduces the area to be operated on to the lowest denomination.

The underlying, fundamental motive carried out in the whole plant is the fireproofing feature. With the single exception of the window sash, there is nothing combustible in the whole plant. The handling of grain is inseparably connected with the deposit of dust; and while this cannot be wholly eliminated, the amount of surface on which dust might deposit has been reduced to a minimum by the absence of floors in the cupola and the complete

MARKETING WHEAT IN NEW SOUTH WALES.

New South Wales has not yet begun to handle grain in bulk, although the system has been much discussed in that country and has even been made the subject of a government inquiry through a commission sent to this country. The sack is, therefore, still the unit, and the shed is the storage house, which, while not nearly so convenient, is, perhaps, quite as picturesque a structure, especially when filled with sacked grain, as our own prairie country elevator.

The picture herewith is one of a permanent shed of the best type, erected by Quirk, McLeod & Co., proprietors of the Great Western Roller Flour Mills, at their premises at Wellington, N. S. W., and contains 23,000 sacks, or 220,000 bushels, of wheat. In its construction everything was considered that would facilitate the handling of wheat in sacks. The grain as it is brought in on the great wagons seen in the picture is weighed on 20-ton wagon scales, and the sacks are hoisted into place under the shed by portable friction hoists, so that even though the "elevator" has not yet made its appearance in that country, our good friends are by no



WHEAT SHED OF QUIRK, MCLEOD & CO., WELLINGTON, N. S. W.

Day's Dust Collecting System in use. If under the worst conditions a dust explosion should take place, it could only rip a hole in the corrugated iron cover and no combustion could possibly follow.

Those who have operated elevators having large handling capacities recognize the difficulty of keeping the equipment profitably employed. Either a large crew must handle a maximum business, or a small crew must let a great part of the machinery lay idle. In the "Irondale A" the machinery arrangement is so compact that the maximum business may be handled with a minimum force and the machinery kept employed.

The power plant is housed in a substantial brick building with a brick chimney, and consists of a battery of four return tubular boilers, 72 inches by 18 feet in size, built for 150 pounds' pressure. The engines are of the cross-compound condensing type, 20x38x42 inches, and were built by the Vilter Manufacturing Company, Milwaukee, Wis. The general transmission machinery was supplied by the Skillen & Richards Manufacturing Company, Chicago. The numerous accessories which go so far toward perfecting a plant of this kind are very complete, passenger elevator, car pullers, signals, speaking tubes and all the smaller conveniences having been utilized, and give to the whole a finish and completeness which will keep the Irondale A at the front for many years to come.

The Sultan of Morocco has granted his people the privilege of exporting wheat and barley, subject to withdrawal of said permit on 90 days' notice.

means to be set down as slow or unappreciative of the economy of good machinery to do away with heavy manual labor.

INDEPENDENT ELEVATORS IN THE NORTHWEST.

When railroads were first started in Minnesota, they were compelled, for financial reasons, to arrange with moneyed men to build elevators so that they could handle the grain with the greatest economy in car supply. Without speaking from positive knowledge, I surmise that there was a co-operative profit relation between the railroads and these men who first built large elevators in our state. There is always in every new country more of a premium upon the use of money than in older sections where business affairs are regarded as more stable. Interest is always higher upon the frontier than in older sections. For a time the early settler would accept this situation without questioning, as he was busy with many other pressing affairs, but after a time he would protest.

It was at this juncture movements were made in certain portions of Minnesota to sell the grain to better advantage. I call to mind a number of places where independent elevators were built and run as elevators ordinarily are. Some of these failed through lack of experience. Others were successful, and some of them are in operation to-day, giving satisfaction to the investors and to the farmers in their vicinity.

The most successful method that I have ever ob-

served in forming a farmers' organization to compete with the syndicate elevators is in the building of what are called flat warehouses. These buildings are simple in construction. The grain is handled with trucks. The method of operating is to take the grain from the farmers at the price they think the elevator should pay, and when the elevator will pay the price they think should be paid, then they let the elevators have the grain. By this system they become a controlling factor in

CANADIAN PACIFIC ELEVATOR FIRE AT FORT WILLIAM.

The Canadian Pacific Railway Company's steel elevator (working house) at Fort William was destroyed by fire on May 10, with a loss of about \$40,000.

While the loss was not, perhaps, a notable one, considered as the destruction of a terminal elevator, the fire has, nevertheless, attracted not a little at-

down as to leave practically no value. . . . The iron tanks containing wheat, which is damaged, were not more than three feet from the working house, and the sides next to the elevator were red hot and the tanks buckled and were ruined," two-thirds of the wheat they contained leaking out. The other tanks with their contents were not injured.

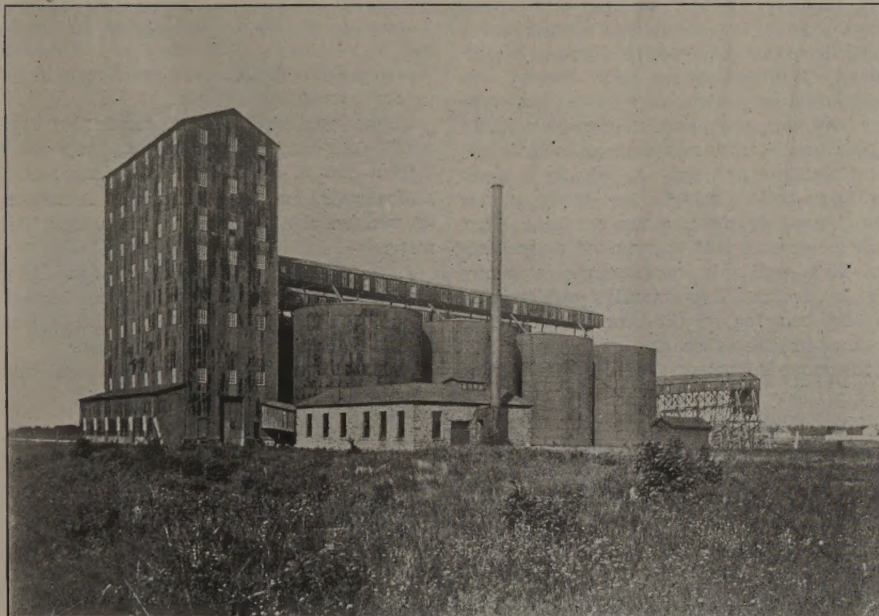
This last fact is a fair offset to any criticism of the inefficiency of the steel construction of the working house, for had these tanks been of ordinary construction, the grain stored therein would certainly have been destroyed along with the elevator itself.

SUCCESSFUL OATS DEAL.

The Patten oats corner came to a successful close on May 31 at Chicago after one of the longest and most extensive individual campaigns in grain speculation on the floor of the Chicago Board of Trade. The campaign began in July, 1901, and embraced, all told, about 10,000,000 bushels of May oats, the earlier lots of which were bought in the 30's; the market closed at 49½ cents. The paper profits at one time are said to have reached a million dollars; the net is fixed by the talent as about \$200,000.

"Mr. Patten," says the Record-Herald, "began his operations at a time the English crowd, known sometimes as the oatmeal party, were selling out long oats at a profit, which they had taken on early in the summer. The original oats bulls were Wells, Geddes, White, Roloson and others. They took their profit under 40 cents. Patten for some reason decided to take the oats this crowd sold, and after he had taken their long line he found he was compelled to keep on taking the oats this same crowd was willing to sell short to him. One of the notable contests of the season in a speculative way was between the Wells party on the selling side and Patten on the buying, and it was during this trial of strength that the Patten line in May is supposed to have reached its maximum, possibly 10,000,000 bushels."

"A curious feature of the deal," says the Tribune, "was that while there was a practical corner, as shown by the fact that less than 2,000,000 bushels



CANADIAN PACIFIC ELEVATOR AT FORT WILLIAM—BEFORE THE FIRE.

the grain trade in that vicinity. This was a good form of meeting that difficulty and proved itself a success in many localities.

Localities vary in their ability to carry on these new enterprises, depending upon the presence or absence of a disposition to cooperate. At present there is but little movement for the erection of these forms of independent elevators. Cooperation among farmers is in the direction of the erection of creameries, telephone systems, etc.

Speaking in a general way, the elevators at present plan to handle grain for 2 cents per bushel. In other words, the price at a given local point will be the price at the central market, as in Minneapolis, less freight and 2 cents per bushel for handling charges. This margin is so small that there is little temptation for smaller companies to enter the field in competition. These large elevators make their margin of profit by the handling of large quantities of grain. By this means their revenue is ample to furnish a reasonable interest on their investment, and to pay operating expenses.

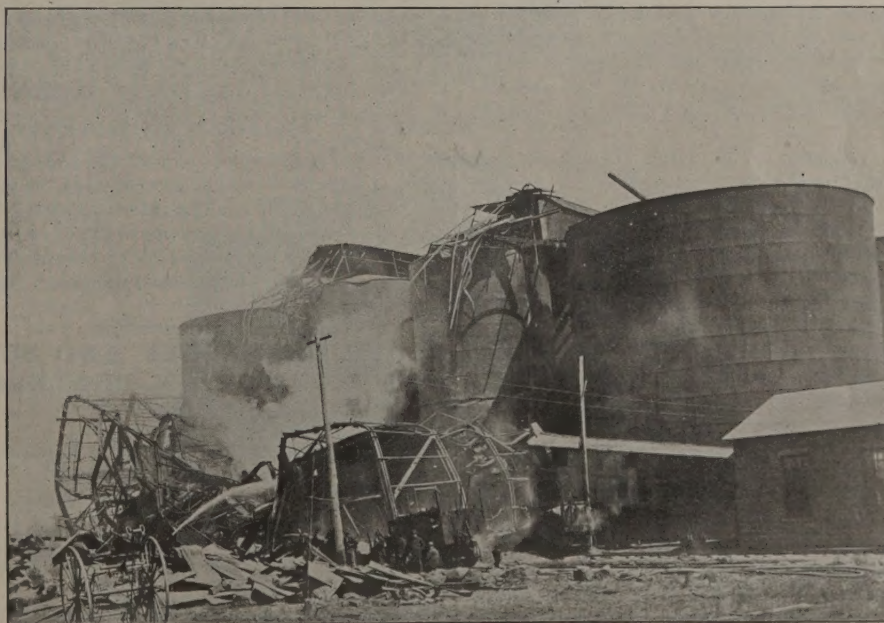
With the exception of a few localities where local interests and feelings have led to conflict, I do not think there is any movement on the part of the large companies to check, embarrass or destroy the business of the independent elevators. The large elevator enterprises recognize, as most large business interests do, that their permanency and safety from threatening competition lies in doing their business upon a reasonably small margin of profit, so that there is but little inducement for parties to enter into destructive competition.—O. C. Gregg of Minnesota in the Orange Judd Farmer.

The Nebraska Experiment Station has just issued Bulletin No. 73, giving the results of a number of experiments in the production of sugar beets. The bulletin may be obtained free of cost by residents of the state upon writing to the Agricultural Experiment Station, Lincoln, Neb.

All contracts at Toledo for oats, of the crop of 1902 and after, unless otherwise specified, shall hereafter be understood as for No. 3 white oats instead of No. 2 mixed oats, the present contract grade. The outstanding trades will, of course, be settled on the basis of No. 2 mixed. Trades will be designated "old style" in closing up present trades.

tention because the elevator was a steel structure, included within the class usually denominated "fire-proof." Its structural parts were entirely of steel, sheeted with corrugated iron, and it had steel floors. With the exception of four cleaning machines and two elevator legs, the building contained no wood whatever. The grain tanks were of iron.

Yet early in the morning of May 10, shortly after



CANADIAN PACIFIC ELEVATOR AT FORT WILLIAM—AFTER THE FIRE.

the watchman had made a round of the premises, a fire was discovered near one of the cleaners, and immediately the interior of the elevator was a mass of flame.

The completeness of the destruction is graphically shown by the two pictures herewith, to which may be added the statement of the insurance adjuster as follows:

"The working house in which the fire originated is absolutely destroyed. I have never seen a more complete wreck. A large force of men is at work clearing away the tangled iron work, all so melted

were actually delivered on the May contracts, certain grades of oats in commercial demand but not deliverable on contracts have always sold at a premium over May until the last day or two of May. If the May price had been boosted above the cash price, Patten might have made some of the shorts pay a great deal more to settle, but would have had more oats delivered to him. As it is, the 'corpse,' as the actual grain taken in a deal is called, was not a large one."

Send us the grain news from your county.

WEBER GASOLINE ENGINE WORKS.

Prominent among the establishments which have developed the gas and gasoline engine business to its present enormous proportions is the Weber Gas and Gasoline Engine Company of Kansas City, Mo., which has been engaged in engine building since 1869. At that time their works, small only by comparison with the present plant, was devoted to steam engine building and to the manufacture of steam specialties. Since 1884, however, the company has devoted its attention exclusively to the gasoline engine, being for a time particularly noted in the trade for its application of the gasoline engine to mining equipments, such as hoists and pumping outfits. But the company has long since ceased to limit itself exclusively to these lines, and is now building gasoline engines for all purposes, ranging in size from $2\frac{1}{2}$ to 100 horsepower.

In 1869 the steam engineering plant covered 2,250 square feet. By 1884 the company's growth had been such that the factory occupied 5,500 square feet, or double the capacity of the old steam factory. Numerous additions were made until in 1895 the ground floor covered 38,000 square feet.

The company has its own electric lighting plant. This, too, is driven by gas engines, as is also the pumping plant, which supplies water for the factory and for fire protection. The city water mains have not been extended to the Weber factory and the company has taken occasion to install a model plant, which furnishes a practical illustration of its method of equipping city pumping plants, which is one of its specialties.

At the present time the company is turning out daily an average of ten finished engines of 20-horsepower capacity. These, of course, are used for various purposes, but chiefly for mining equipments, pumping outfits and electric lighting plants. The shipping facilities of the new factory are far superior to those which have been heretofore enjoyed by the company, and this greatly facilitates the handling of raw material, as well as the shipment of finished product. A private railroad track has been built through the yards of the company and another through the machine shop, and a small locomotive will be supplied for private switching. This not only enables the company to handle its freight conveniently, but greatly facilitates the transfer of the small parts from one department to the other.

One of the most important features of the new

ceive copies of this notice are requested to address Mr. Burrage at room 225 Godfrey Block, Minneapolis.

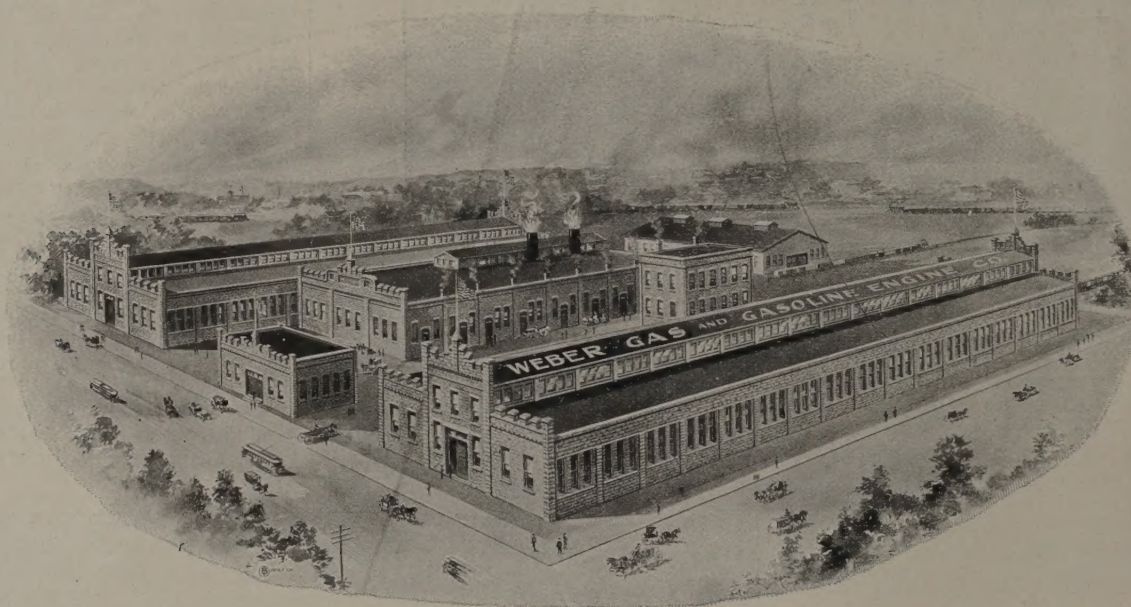
GRAIN MEN'S OUTING.

A number of well-known grain men of Southern Minnesota held a picnic at Amber Lake, Minn., May 24 and 25, at which grain prices were forgotten for the time being and the fish market was watched more closely than the range of prices on the Board of Trade. President H. Rippe of Fairmont was, of course, the leading spirit of the outing, and Chicago, Milwaukee and Minneapolis contributed some of their best grain men to participate in the amusement events.

There was instrumental music by Prof. Krahmer's orchestra and a quartet composed of J. R. Dalton and S. A. Dalton of Chicago; D. Getchell, Minneapolis, and J. Fleming of Armstrong interspersed vocal airs when the moonlight fell on the water.

J. A. Stillwell of Milwaukee won the prize for catching the first fish, while the largest fish, a pickerel, which showed 15 pounds or less by the scales, was pulled in by J. R. Dalton.

The amusement events opened Saturday night



FACTORY OF THE WEBER GAS AND GASOLINE ENGINE COMPANY, KANSAS CITY, MISSOURI.

This was supposed to be large enough for any business that might be developed in the gas engine line. The company, however, soon had a repetition of its former experience; and found itself as cramped for space as at any time in its history. Accordingly it was determined to build a new factory; and a site was secured at Eleventh and Twelfth streets and Winchester and Centropolis avenues, comprising an entire city block. The location was well adapted for the business and plans were immediately drawn for a single-story factory of stone and steel throughout, making it entirely fireproof. This factory covers 300,000 square feet of floor space.

It is divided into five main departments, devoted to gasoline engines and hoists, waterworks equipments, including pumping outfits, electric lighting engines, marine engines and automobile engines. Each department is equipped with electric cranes, by means of which heavy castings are moved about quickly and handled much more conveniently than they could be otherwise. The power for operating these cranes is supplied by an electric plant driven by gasoline engines. In fact, gasoline engines are used throughout the factory, separate plants being installed for each of the several departments. The company is thus enabled to present a practical demonstration of one of the most important advantages to be derived from the use of this class of motors. Gasoline engines are placed at convenient points and supply the power for operating machinery and tools in the different departments, and the records of the company show that this is a very economical arrangement.

installation is the equipment of the testing department, which is pronounced the most complete in the country; and it enables the company to furnish a satisfactory guarantee of its product. Altogether the new plant may be said to be one of the most complete manufacturing institutions of the kind in the country.

SOUTH MINNESOTA AND SOUTH DAKOTA GRAIN DEALERS' ASSOCIATION.

The annual meeting of the South Minnesota and South Dakota Grain Dealers' Association will be held in July on a date yet to be determined by the governing board, but probably at some time between July 10 and 20. Notices of said time and place will be sent out by Secretary E. A. Burrage as soon as fixed upon.

It is particularly desired that every member of this Association shall be present at this meeting, as business of extraordinary importance will come up for consideration. The officers of the Association further desire to urge upon members the desirability of securing the attendance of grain dealers who are not now members. These will be made welcome whether they join the Association or not, and the doors of the meeting will be open to all dealers who are eligible to membership.

An effort will be made to secure a special railroad rate, which will be announced by Secretary Burrage in his circular notification of the time, place and program of the meeting. Dealers who are eligible to membership and who may not re-

with a cakewalk for prizes of \$10 and \$5. The prizes went to Rippe and Stowe, and Dalton and Getchell. The judges were C. E. Bennett, La Crosse; J. H. Fowler, Fairmont, and A. Krumholtz, Fairmont.

Great enthusiasm was shown in a five-round contest, Marquis of Queensbury rules, between S. A. Dalton of Chicago and John Fleming of Armstrong. No solar plexus blows were delivered, however, and Referee Stillwell decided the bout a draw.

The picnic adjourned May 26 after a rising vote by the participants that Fairmont was one of the best spots on earth and that Henry Rippe of that city was a prince among entertainers.

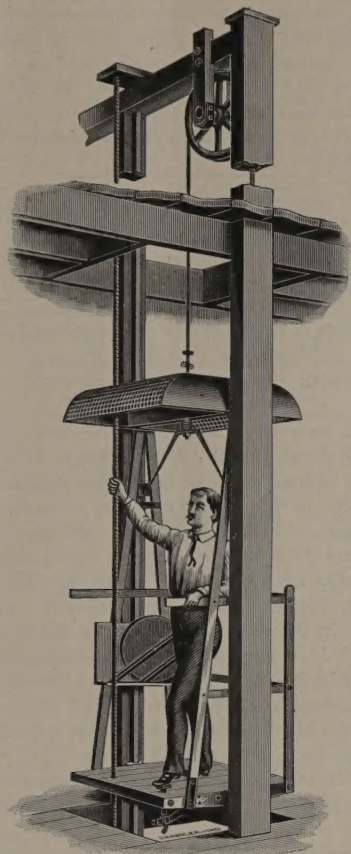
The following attended: H. Rippe, W. R. Hyde, G. F. Hine, H. Noben, J. B. Frase, Wm. Buttschan, George Fowler, E. L. Bickford, C. F. Livermore, Gus Krumholtz and William Cronin of Fairmont, Minn.; J. R. Dalton, S. A. Dalton and W. R. Rosenstein, Chicago, Ill.; A. F. Brenner, W. B. Hatch, Dan Getchell and Thomas Waddick, Minneapolis, Minn.; J. B. Meigs and J. W. Stillwell, Milwaukee, Wis.; C. E. Burnett, La Crosse, Wis.; Julius Hoeffel and Charles Auten, Jackson, Minn.; Ed. Babcock, Winnebago; H. C. Kruse, Oscar Johnson, Welcome; B. J. Dunn and J. R. Fleming, Armstrong, Ia.; George Beck, Odin; Gus Lehman, Granada.

A newspaper mathematician says that if all the land planted to corn in the United States this year were massed the area would exceed the British Isles, Holland and Belgium combined, or four-fifths of the area of France or Germany.

A PRACTICAL COUNTERBALANCED ELEVATOR.

The elevator illustrated below was designed to afford easy and quick access to all floors in a factory, elevator or mill building. It is a useful, practical and successful device, this being demonstrated beyond all doubt by a number of them now in use.

Being a counterbalanced elevator, its use is necessarily limited to one person at a time. Provision is made for balancing it quickly to suit the weight of any person who may have occasion or may be permitted to use it; thus it is available for persons



NORDYKE & MARMON COUNTERBALANCED ELEVATOR

of different weights. Usually the elevator is intended for the exclusive use of the superintendent or other person who is most frequently obliged to go from one floor to another. This restriction in its use is observed to insure the elevator being in readiness for the person chiefly entitled to use it.

While it does not supplant the elevator of the endless belt type, it provides means for quicker access to any floor, saving not only in time of ascent or descent but avoids loss of time waiting for the slowly moving step to appear. It also affords an element of safety against accident, as the elevator is stationary when the passenger is entering and leaving it. The operator has easy and complete control, enabling him to regulate the speed and to stop instantly at any point.

The illustration shows very clearly how this elevator is erected and how it is operated. The car, which is fitted with rollers, works between two uprights having hardwood guides. Underneath the platform of the car are two powerful clamps engaging with the hardwood guides and operated from above by a foot lever. By pressing the lever down with the foot, the clamps are released and the car is free to move. When the foot is removed from the lever, the clamps close automatically on the guides, gripping them securely, stopping and holding the car. Provision is made for taking up wear on the clamps and for adjusting the tension.

The lifting rope, attached to the safety appliance in the top of the car, passes up to and over a sheave wheel mounted in the framework at the top, and down within a box or enclosing case for the balance weight, to which the other end of the rope is attached.

A manilla rope is stretched and fastened at top and bottom, passing through the car floor. This

rope is used with the hand to aid in controlling the speed and to assist in the ascent and descent.

A pocket is placed in one side of the car to receive disks of cast iron of different weights, used in balancing the car and operator with the lifting or balance weight. The supply of these weights is held in a rack conveniently placed at the bottom of the elevator shaft. The nearer in balance, the easier the elevator will work, but a considerable variation in weight over or under is readily taken care of by pulling down or lifting on the hand rope, as the case may be.

The safety appliance consists of a double brace, having sharpened ends and a coil spring above in the center. This is shown in the illustration. Should the lifting rope break or the balance weight become detached, the coil spring forces the ends of the brace into the guides, thus preventing the elevator from falling. This measure of precaution in connection with the instant, automatic grip of the clamps, by simply releasing the foot lever, affords every means of safety.

Not only can this counterbalanced elevator be employed as a great convenience and a time-saving device, but it is especially adapted for use in grain elevator buildings where the lift is high.

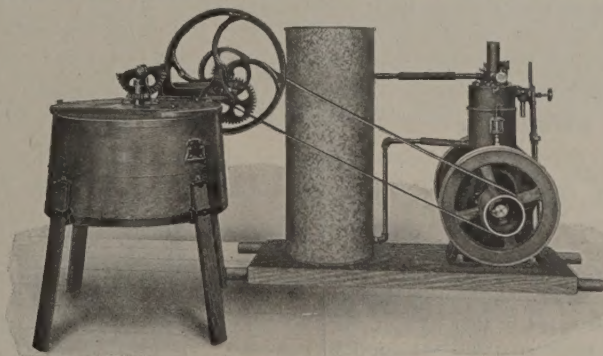
The platform is thirty inches square and a space of thirty by forty-eight inches over all is required. The first cost is small compared with any other elevator; the expense of installing it is also small and the cost of maintenance is practically nothing.

The outfit as shipped from the factory consists of the car complete, the ropes, the weights, sheave, posts, hardwood guides, and material for constructing the box enclosing the balance weight. It is furnished for any desired height, the measurement from first floor to ten feet above the top floor being required.

Further information can be had by addressing the manufacturers, the Nordyke & Marmon Company, Indianapolis, Ind.

FARM HAND GASOLINE ENGINE.

The gasoline engine has been so far perfected that in its smaller sizes it has come to take the place already of the windmill on farms, as it has of the small steam engine for general power purposes. The windmill, and even the water wheel, when the latter is dependent on very small streams for power, give sufficient power at certain irregular and uncertain intervals, but when a tank of water is desired, or there is feed to grind, the windmill is



FARM HAND GASOLINE ENGINE.

motionless when no wind is blowing or the water is low in the creek.

The farmer or elevator man then looks for some other more reliable source of power and finds it in a machine like the Farm Hand Gasoline Engine, manufactured by the Ellington Manufacturing Company, Quincy, Ill. This little engine is built especially to meet the requirements of farmers and inexperienced operators who want a simple, reliable gasoline engine, and is sold at a cost that is almost nominal only, and within reach of everyone who requires power.

The company is at present quoting a special price to dealers and purchasers for a limited time to introduce the engine to this trade. General buyers of gasoline engines will recognize it as one that has been highly successful for the past several years.

The company will cheerfully send catalogs, prices and other information necessary to anyone who would drop them a postal card.

ANOTHER MINNEAPOLIS ELEVATOR.

E. S. Woodworth & Co. of Minneapolis announced on May 29 that they will build a number of concrete grain storage tanks in Southeast Minneapolis, with a capacity of 1,000,000 bushels.

The Woodworth interests now operate an elevator at Twenty-second-and-one-half and Elm streets S. E. This is one of the old-style houses. It will be changed into a working and power house and grouped around it will be erected twenty-one tanks. These tanks, with the twelve intermediate tanks will give a total of thirty-three bins.

This will rank with the very largest houses in Minneapolis and it will be the most thoroughly modern and up to date of any elevator in that city. Work will be begun at once to have the new house ready for business by October.

CHARGE FOR USE OF FOREIGN CARS.

Notice has been given by the American Railway Association to the effect that the per diem system of compensation for the use of freight cars has received the approval of two-thirds of the membership of the organization and will be put in force, beginning July 1. The plan is meeting with determined opposition on the part of some important roads, says the Engineering and Railway Review, and this may result in other lines refusing to adopt the measure; but it is probable that it will be continued in force by the roads which have favored it.

The present agreement is an experimental one to last for a year, and at the end of that time it will be indefinitely continued, provided the plan proves satisfactory in operation. It is probable that a national bureau will be established to take charge of the necessary accounting in connection with the system.

Mr. J. W. Midgeley, who has been employed jointly by some of the more important roads to investigate the subject of per diem compensation for freight car movement, asserts that the saving resulting from the adoption of the system will be between \$200,000,000 and \$300,000,000 yearly if the adoption is made universal. A doubt still remains, however, that the per diem method can be substi-

tuted for the mileage plan generally among the members of the association without a bitter struggle.

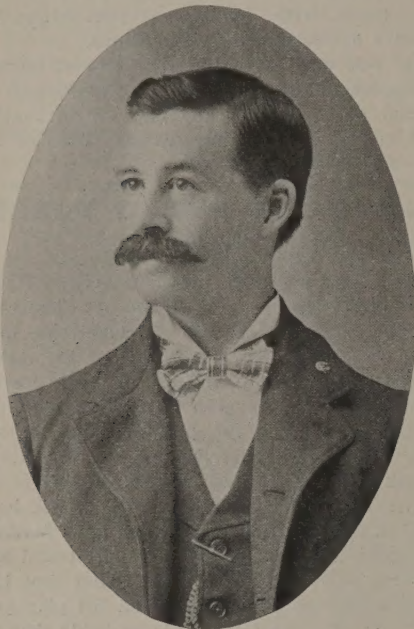
There are about 1,500,000 freight cars owned by the roads which are members of the American Railway Association, and if this plan operated against all of them at the agreed rate of 20 cents for each 24 hours it would aggregate about \$300,000 daily. It is estimated, however, that two-thirds of the freight cars in operation will constantly be on the home tracks.

The Pine Bluff Retailers' Association, Pine Bluff, Mo., has adopted a uniform scale of weights of grain and grain products in sacks, as follows: Oats, 128 and 140 pounds; corn, 112 and 140 pounds; bran, 100 pounds; corn chop, 100 pounds; pearl meal, 38 pounds.

A. B. SMITH.

While "all the world" has for several decades past been trying to break into Chicago, A. B. Smith of Rosemond, Ill., a Chicago man by birth and education, has "chosen the better part" and taken to the country. Born in Chicago in 1871, he was educated in the city schools, or those of Norwood Park, and then became a clerk for the C. & N.-W. Railway Company until 1894. In 1893 he married Miss Mabel Reid Dodge of Pana, Ill., and the following year removed to Rosemond, a station a few miles west of Pana.

Here he became interested in the grain, hay and seed business with his father-in-law, P. L. Dodge.



A. B. SMITH.

This partnership continued until 1896, when Mr. Dodge removed to Pana, leaving Mr. Smith sole owner of the business. He has an elevator of 15,000 bushels' capacity and handles all kinds of grain, hay and field seeds, as well as ground feed, his business last year being about 150,000 bushels of grain, 600 to 1,000 tons of hay and 900 bushels of timothy seed.

Mr. Smith is thoroughly wrapped up in his business, which he conducts on a broad basis in all his dealings with the trade. He is also an enthusiastic association man, having been connected with such work ever since its beginnings in Central Illinois.

A NEW CEREAL.

Among the various finds made by the government's agents, who have been seeking in every out-of-the-way place of the world for new plants, is the quinoa, a native of the high slopes of the Andes Mountains of Bolivia, Ecuador and Peru. The quinoa is related to the common pigweed of American gardens, but it is cultivated in that part of the world, finding the most suitable conditions for its development at from two to two and a half miles above the level of the sea.

The plant attains a height of about two feet, and is grown for the sake of its seeds, which are used for making bread and porridge. About the size of small bird shot, they contain as much nutriment as wheat does, in proportion to bulk, and the natives depend upon this crop mainly for their food supply. To them, indeed, the "quinoa" is an all-important food plant.

The agricultural department hopes that the quinoa may be grown to advantage over the northern part of the great plains region. The northern plains of the Middle West have a climate not very unlike that of the high levels in the Andes, to which the quinoa is a native. There is a similar dryness, with long and severe winters and correspondingly short summers. But it has also been suggested that the plant might be grown satisfactorily over large areas in the interior of Alaska, where a

suitable cereal, capable of resisting cold and producing a reliable crop, would be a great blessing.

ELEVATOR STORAGE IN THE CANADIAN WEST.

The elevator storage of the West is mainly owned by companies. Among these are the Winnipeg Elevator Company, the Dominion Elevator Company, the Northern Elevator Company, the Western Elevator Company, the Ogilvie Milling Company, the Lake of the Woods Milling Company, the Canadian Pacific and Canadian Northern Railway companies, says the Canadian Grocer. In addition to these there are quite a number of farmers' elevator companies, which own from one to two small elevators, and a few are matters of private enterprise and speculation.

At the present time, the elevator storage of Manitoba is 425 elevators and 69 flat warehouses, with a total storage capacity of 12,179,000 bushels; and for the Northwest Territories 111 elevators and 18 flat warehouses, with a capacity of 3,214,000 bushels, making a total storage capacity of 15,393,000 bushels. In addition to these elevators there are, at Fort William, three terminal elevators owned by the C. P. R. R., with a capacity of 5,500,000 bushels, and, at Port Arthur, the Canadian Northern Elevator, with a capacity of 1,250,000 bushels, and King's Elevator, with a capacity of 350,000 bushels, or terminal capacity at the head of the lakes of 7,100,000 bushels, making it possible to safely store over winter 22,493,000 bushels of grain.

The system of elevator storage is controlled, in a great measure, by the government. When it was first established it was largely under the control of the C. P. R. R., and they forbade the erection of flat warehouses. A few years ago, the complaints as to this and the unsatisfactory running of elevators were so numerous that a royal commission was appointed to inquire into the whole matter, and, following this, an elevator commissioner was appointed who has his head office at Winnipeg. It is his business to "keep tab" on the whole situation and see that the acts governing these matters are duly en-

as can be learned at this date the following additional elevators will be erected: Ogilvie Milling Company, 20, with average capacity of 30,000 bushels; Lake of the Woods Milling Company, 15, with average capacity of 30,000 bushels; the Winnipeg Elevator Company, 12, with an average capacity of 25,000 bushels; the Western Elevator Company, 6, with an average capacity of 25,000 bushels.

These will give an additional capacity of 1,500,000 bushels, and, in addition, there are a number of farmers' elevators to be built, and five elevators by a syndicate of American capitalists will be erected along the Soo line. Their capacity is not known, but cannot be under 25,000 bushels, as that is the smallest capacity allowed to be erected.

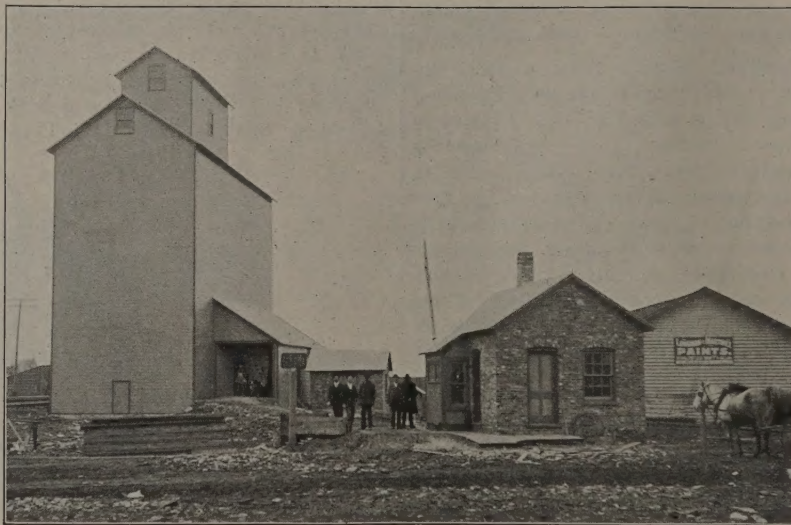
The terminal elevator capacity is to be largely increased, and probably doubled. It will be seen from this that the West will be in a position to cope with any crop raised in the country this present season.

NEW ELEVATOR AT RANTOUL, ILL.

It was about eight months ago that the elevator of Goff & Yates at Rantoul, Ill., burned, and part of the town went with it. The town has since been rebuilt, and likewise the elevator, each on a more modern plan than obtained before the conflagration.

Just ninety days after the fire and sixty days after the awarding of the contract to G. T. Burrell & Co. of Chicago the elevator was finished. It has a capacity of 65,000 bushels and is equipped with two stands of legs for handling ear corn and small grain, one 12x6 inches and the other 7x14 inches. The boots, head-shaft drive and anti-friction distributing spouts are of the Burrell make. The spouting in the cupola is all of the round steel pattern and is connected to the Burrell distributing spouts, which can be operated from the lower floor. Each elevator head is equipped with friction clutch. The clutch levers also are operated from the driveway floor by means of pull cords.

The elevator is driven by a 14-horsepower Sterling Charter Gasoline Engine, which is located in a



GOFF & YATES' NEW ELEVATOR AT RANTOUL, ILL.

forced. Since the appointing of this official the charges with reference to mixing grades, holding of shipments and the like have largely subsided. The size of elevators and flat warehouses is under strict control, and no elevator is allowed to be erected under 25,000 bushels' capacity. The building of flat warehouses is permitted, but not encouraged. It is never likely to be done extensively, as the farmers realize that the time occupied in loading a car from a flat warehouse is too long to be profitable.

Very extensive additions to elevator storage are planned for this season, and already many gangs are at work on new elevators. The new buildings are being erected at new stations, more particularly along new lines of railway, and, in some instances, elevators are being added at old stations. So far

building standing just west of the elevator. A rope drive direct from the crank shaft of the engine runs under the dumps and over idlers to the main line shaft of the head of the elevator. The idlers which deflect the rope are used for the purpose of driving the conveyors in the lower part of the house.

The elevator is practically a one-man house, as the operator can work any part of the machinery from the lower floor.

The activity of British buyers in the Pacific Coast markets sent the price of oats up to \$34 per ton in May last, an advance of \$4. The demand came, indirectly, via Vancouver and Victoria, where imperial contracts for 5,000 tons of oats were placed in May last.

TEXAS GRAIN DEALERS' ASSOCIATION.

The fourth annual meeting of the Texas Grain Dealers' Association was held in the city hall auditorium at Waco on May 22 and 23. The first morning session was called to order by President J. P. Harrison. After an invocation by Rev. Dr. Errett and an address of welcome by the mayor, with a response by G. J. Gibbs of Clifton, an adjournment was taken until afternoon. On reassembling, Mr. Harrison read his annual report as follows:

Gentlemen of the Association:—Again we have come together in annual session for the purpose of reviewing the work of a closing year and for the further purpose of devising plans for the year about to ensue. I sincerely trust that each of us will, during the meeting, give earnest thought to the destiny for which this Association is striving. Study the needs of our grain trade; study what you may consider to be only the individual needs of your own business. It will be surprising if they are not found to be also the needs of many of us. Give us the benefit, therefore, of your thought upon these problems, together with any remedial suggestion that may have appealed to you.

Hitherto it has been our custom in arranging a program for an annual meeting to detail certain members for the preparation and reading of papers upon topics in which our Association has from time to time been concerned. It had always been hoped that these papers would precipitate general discussion, from which suggestions of remedies sought might have been evolved. But our membership does not run largely to debaters, and the generally excellent papers have heretofore failed in bringing about the general discussion for which we had planned.

In arranging for papers at this meeting it was deemed desirable to present both sides of each debatable subject, hoping that the presentation of the issue from the view points of those who, by study to bring out every argument that might be advanced in favor of the side to which they had been assigned, or who, from locality and environment, might be supposed to entertain divergent opinions, would give both sides of the question as bases for discussion by the membership both for and against. The program is designedly brief. This permits ample time for the membership to fully discuss and analyze the merits of any impressions you may have received on hearing the papers read. I sincerely trust that you will listen to these papers with the single purpose of receiving some inspiration by which our Association, and through it the grain trade of the Southwest, may profit if applied. If that impression occurs to you, you will not be doing your duty unless you make it known. Do not be diffident and question the value of your idea to the Association. Make it known, and let this Association be the judge of its worth.

As the secretary-treasurer's report will give you the details, I shall, in passing, revert but briefly to certain features of the general work to which this Association has devoted itself during the past year, and in review of some of its accomplishments to date.

Public Confidence.—The confidence of the public at large is the chief asset of the Texas Grain Dealers' Association.

I am, I trust, too loyal a citizen of Texas not to resent any imputation reflecting upon the general character of the citizenship of our state. My long experience as a grain merchant—at Sherman since 1877—has resulted from time to time in dealings with grain men in every section of the Middle West, and I have met with some tough propositions among them.

Knowing something of the fairly equal distribution of this class, each state having its full quota, I have been in a position to appreciate the absurdity of those pharisees to the north and west of us, who, having failed to cast the beams from their own eyes, imagine Texas to be the rendezvous for all the "motes" and everything else that was disreputable and undesirable.

This professed belief, though manifestly absurd and unfair, unquestionably obtained up to the time our organization was effected. But from the outset our determination to exact and dispense justice through our arbitration committee, without distinction as to locality or persons, has been so rigidly adhered to that I do not believe there is to-day a trade organization in this country that compels a greater respect and confidence in those circles where it has come to be known than does this Association of Texas Grain Dealers. "Self-praise," they tell us, "is half scandal." None the less, I have spoken my convictions.

Some Freight and Lake Concessions Secured, and What They Have Meant to Texas.—One of the things to have impressed me on the Des Moines trip was the very evident recognition on the part of all classes and business interests in that section of the fact that the grain merchant is one of the chief factors in the commerce of our country. They can't do too much for the grain man up there. It has been somewhat different in Texas. Especially was this difference discernible to the naked eye in the days prior to the organization of this Association, when our average state grain rates were so high that if they had been exhibited to a northwestern dealer, the contrast with the rates in his own section would have thrown him into convulsions. By the might of concerted effort we succeeded a few years ago in securing through the railroad commission reductions in state rates on corn and oats from the then average rates of about 20 cents per hundredweight to the present average rate of 12½ cents, a reduction of 7½ cents per hundred pounds. The average weight of a Texas car of corn is 28,000 pounds, and of oats, 32,000 pounds. This reduction in rates, therefore, has been equivalent to a saving in freight of \$21 for each car of corn and of \$24 for each car of oats shipped in Texas since these reductions in rates became effective several years since.

With these facts before the state, it should not re-

quire the services of an expert mathematician for every person to know that certain interests in Texas have, through the efforts of this Association, been saved "a whole mint of money." The farmers in our producing sections and the consumers in those sections of the state where no grain is produced have reaped the benefit of these reductions in rates. Saving that exorbitant freight rates retard and reasonable rates facilitate the task which devolves upon our dealers of moving our grain crops to market, it is personally (barring our desire for stability) a matter of absolute indifference to the membership of this Association whether Texas freight rates are high or low. Not one dollar of the enormous savings in freights, since the rate reductions I have mentioned became effective, has gone into the pocket of the Texas grain dealer. It has all been added to the prices which our producers have received for their grain, or deducted from those which consumers in the non-producing sections of the state have paid for it.

Our having secured from the commission the stop-in-transit privilege on grain is still another success to the credit of united effort. This concession has been at no cost to the railroads. Some of them have for years accorded similar privileges in other states which they traverse, and have thought nothing of it. Some Insurance Reductions.—Inasmuch as grain is a recognized cash commodity the world over, and as such is at market prices convertible into funds, to carry a stock of it uninsured would be somewhat similar to leaving unlocked a vault full of gold bullion. It is not a luxury, but a necessity, to the careful grain man. For this reason the question of insurance rates is an important one to our membership.

At the beginning of our fiscal year now closing I had the pleasure of appointing Messrs. J. T. Stark

size well calculated to inspire respect for the grain interests of the state by teaching our citizens what a disaster to the Texas grain crop means in money, and the privations that such disaster entails. When one considers that, ordinarily, the state not only produces sufficient for its own requirements, but exports several millions of bushels, one is further impressed with the importance of the state's grain production. And yet, as things are, thanks to the niggardly policy of legislatures, no citizen of the state has any very accurate conception of what that production approaches.

It is, at best, somewhat more pleasant to handle our home production than that of some other state. High prices, vacillating markets, keen competition, delays in shipments, greater delays in transit, and at times questionable grading, have each, during the past season, contributed to irascibility of temper. Despite these wearing influences, the past season has comparatively been singularly free of those hopeless claims for shortages, rebates on account of grades, and those other innumerable annoyances that our pioneers in the Texas grain trade will recall as having distinguished those years prior to organization when crop failures necessitated our going abroad for a grain supply. This improvement, you may be sure, has neither been attributable to accident, nor to the supposition that the world has grown appreciably better, as I hope to reveal later on.

The National Association and the Des Moines Meeting.—In October last our officers, coöperating with those of the National Association, and through the courtesy of certain railroad lines in providing most generously for our membership, perfected arrangements which enabled us to send a large delegation to the annual convention of the National Association at Des



MEMBERS OF THE TEXAS GRAIN DEALERS' ASSOCIATION AT WACO, TEXAS.

and H. B. Dorsey as a committee on insurance. These gentlemen were experienced in insurance matters and were well qualified to look after this interest for the Association, as results testify. They secured reductions ranging from 27½ to 40 per cent on grain warehouses, elevators and mills. This has saved many a dollar of insurance premiums to our members.

Short Crops.—We had hardly adjourned our last meeting at Dallas before it became apparent to the most sanguine of us that our small grain crops had been doomed to destruction by the aphids. Coöperating with the state entomologist, your directory held itself in readiness to lend every aid that might be suggested or required of it in circumventing those pests, or in confining their ravages to a limited area. Mr. Mally, the efficient state entomologist, was persistently in the field conducting every test that science could suggest as calculated to circumvent the pest, but all efforts were futile. So sudden had been the attack of countless millions of those pests that our wheat and oats crops in the north central grain belt were destroyed as completely as if fire had purged them before we had hardly realized that they were menaced. The small grain that escaped this famous green bug, for the most part, afterward fell victim to the drought, to which our then promising corn crop was also later forced to succumb.

These conditions at home, at the very time when, under happier circumstances, our own crops would have begun seeking markets, forced upon the state the necessity of buying grain when and where she could. Oklahoma, Kansas, Missouri, Nebraska, Iowa and Illinois have each contributed to our requirements. Incidentally permit me to say that if the citizens of the state could be confronted with the cold figures of the millions in hard cash which the people of Texas, in supplying domestic needs, have expended for grain this past season, they would be appalled. I wish that they might be shown these figures, as they are of a

Moines. The convention, the broadening influences and the pleasures of that trip, to those of us who were fortunate enough to attend, will for long remain a bright spot in our memories. I should like to refer at greater length to the social side of our meeting with those men of the Northwest. I will only say that in hospitality and courtesy they well vie with the South, or any other section, at its best. The more material benefits of that trip have been many, as each participant is doubtless, from personal experience, in position to testify.

Affiliation.—Our affiliation with the National Association and the several state organizations of grain dealers has rid us this past season of annoyances that might otherwise have been well nigh insupportable. The National deserves our loyal support, as its work is along broad lines.

The Force of Numbers.—It must have been repeatedly demonstrated to every thoughtful one among you that, as an Association of men working together harmoniously for the general improvement of conditions affecting our business, and those retarding or handicapping the grain-growing industry, we are above the plane of sordid, self-seeking individuals. The Association has not yet advocated, nor will it knowingly advocate, any measures or means that do not impress us as worthy. In some quarters that fact has come to be recognized. In others it will be recognized in time. But I desire to again say that we should have had to relate a very different story of failure and disaster had we been individually striving along the lines to which our work as an Association has been directed. If that work has not been directed toward efforts which might have given you relief from hardships borne, it is, in all probability, for the reason that you have nursed your wrongs in secret. I again revert to this topic in the hopes of drawing you out. Hitherto neither remarks nor advice have been as

spontaneous from our membership generally as I should have liked.

A State of Defense.—The Association's attitude during the season now drawing to a close has been one of armed defense, if I might so put it. Our crop failures deprived us of grain to ship, and, in consequence, we had no voice in regulating either shipments, prices or grades. The more fortunate sections which had grain to sell dictated terms, prices, etc., and we were compelled to accede to them. Under these circumstances the Association has had no such opportunities to shape policies or to plan for the protection of its members as are usually met with in those seasons when we are mainly shippers. The Association has been none the less constantly on the alert. It has come to be an axiom in those circles which have adopted arms as a profession that "Preparedness is the best guarantee of immunity from war." We have been watchful and are, moreover, excellently prepared in our affiliation with other trade organizations. Has it ever occurred to you to wonder how it might have been with you the past year but for these organizations and affiliations, and with every dealer a free lance? It would have been painfully different, you may be sure.

Arbitration.—Our arbitration features are very nearly, if not quite, above criticism. This is fairly well attested to by the fact that our rules of arbitration—and we claim the distinction of having been the pioneers in applying these principles to grain association work—have been adopted almost verbatim by several other associations. From first to last, we have arbitrated, as shown by the records of that committee, some 182 claims, involving something over \$16,000, with fifty-odd cases this year involving in the neighborhood of \$8,000. This speaks well for the popularity of arbitration and the esteem in which our committee is held, its annually increasing business further attesting to the popularity of this method of adjudicating differences.

I cannot praise too highly the public-spirited devotion to a task which carries with it neither compensation nor emolument other than the sense of satisfaction arising from a knowledge of a duty conscientiously accomplished, which has ever characterized the personnel of our arbitration committee. Arbitration as the means to a peaceful adjudication of differences is only possible to the advanced in civilization. By such it is conceded to be above price to those who conscientiously desire fair play.

I am at this point constrained to refer to a recent bulletin from Secretary Dorsey, in which I regret to have noted that we have been compelled to expel and suspend from membership what is, under the circumstances, a painfully long list of former members. These expulsions and suspensions are listed under three separate indictments, to wit: Refusing to submit to arbitration; failure and refusal to abide results of arbitration (which list I am, for the honor of the Southwest, grateful to report as being much the smallest of the three), and suspension for non-payment of dues.

I can understand how, through negligence and inattention to notices good men could overlook the payment of their dues to the Association until suspended from the list of active membership. I might, too, with a vivid imagination, conceive how it could be possible for other men not quite so good to permit their names to be dropped from the rolls through failure or refusal to submit to arbitration; but it is incomprehensible to me that men could hold their honor to be so cheap a thing as to besmirch it by a refusal to abide the decision of an arbitration court after a trial to which they, as members, had submitted with the pledge of respecting the decision.

To the listed class last named, I desire to go on record as saying that in permitting your names to be suspended for non-payment of dues without having taken prompt steps to have your memberships reinstated, you align yourselves with that dangerous class which "for value received" glibly "promise to pay" anything, and which, on maturity, without response of any sort, placidly allows its paper to go to protest. I dare say you feel greatly aggrieved when advised by wire that payment of your draft for a car of stuff has been refused, and, doubtless, in language more forcible than polite, express your contempt for the man who, after having obligated himself to pay on demand, refuses to do so. A failure to pay your dues is just as much a violation of contract as would be the failure of one of your customers to pay your draft for a car of grain for which payment on presentation had been promised. Of the two, a failure to pay your dues is the more despicable, in that it is petty. A parallel is found in the thief who steals the pennies from the poor box of a benevolent society, as compared with the large-minded gentleman, who, at some personal risk, with the aid of a six-shooter and dynamite, separates the guardian of the express car from several thousands in funds for which the company was responsible. If the Association were grasping and oppressed you with dues which the officers expended in princely salaries and riotous living, you might be excusable in repudiating your paltry money obligations of \$1 per month.

It is difficult to know just what not to say in commenting upon that class of suspensions because of refusals to arbitrate. They were pledged to arbitration when it should be required of them. Their refusal to arbitrate, therefore, brands them as liars. Moreover, such a refusal is not far removed from an admission of guilt.

As to those compound liars, that third and smallest class, which submits to arbitration and then refuses to abide the result, I marvel that it has for so long kept out of the penitentiary. As a respectable body, the Association should felicitate itself in having gotten rid of these moral lepers.

Exchange on Drafts, Etc.—The lack of some uniform agreement among our trade organizations in the matter of exchange on drafts and remittances by local check is not infrequently the source of controversy and some attendant irritation. It seems to me that this question could be settled permanently if our several organizations and boards of trade would cooperate

in defining the rights of both the shipper and the receiver in the matter of drawing with or without exchange in the drafts covering F. O. B., delivered, and C. A. F. contracts. I should like very much to have this subject discussed by the members.

Statistics.—The Association has not yet abandoned its fight for state statistics of agricultural products, nor will it until victory is assured. To any man who has given this subject thought it must be apparent that the state of Texas will never come to its own in population and wealth until the overflowing populations of less worthy sections shall have been made to know something of our production, and of our resources and equipment by nature for the building of an empire within our borders which might puzzle the world to surpass. The Hon. Jefferson Johnson of Austin, our worthy commissioner to the State Department of Agriculture, Statistics and History, has obligingly prepared a paper for this meeting upon the importance to the state of these statistics. This topic is discussed by a gentleman whose position qualifies him to know what is required to maintain an efficient bureau of statistics, as well as to know the hurt done the state by the lack of such bureau. For Mr. Johnson's paper I commend your thoughtful attention. But for the certainty that Mr. Johnson's paper will have left nothing unsaid I should have referred at greater length to this matter of statistics, which I consider at this time to be one of the greatest needs of our state.

The St. Louis World's Fair.—To those Texans with a particle of state pride, who have visited the various national and international expositions held from time to time in this country, beginning with the Centennial Exposition at Philadelphia in 1876 down to the present time, it must have been with a sense of deep humiliation that they have failed to see the resources and attainments of Texas displayed in a manner commensurate with the wealth and importance of our state. Indeed, there have been no displays at all that our pride would not have preferred to see omitted, as the few attempts at exhibits have proven abortive. At Chicago there was erected by popular subscription from our citizens a building designed to represent Texas and its resources. But the erection of the building was the limit to the interest of our citizens, and for lack of funds the building remained empty to the closing of that great World's Fair. Those inclined to levity, after having viewed the mournful emptiness of the Texas building, were wont to declare the resources of Texas to be nil.

The exposition at Atlanta was officially termed "The Cotton States' Industrial Exposition." As Texas produces one-third of this country's cotton supply, it would have seemed a misnomer not to have had Texas represented at a Southern show which styled itself the Cotton States' Industrial Exposition. At least, so thought a few enterprising citizens of Texas, who managed to send on a box car loaded with "Texas exhibits." While admiring the enterprise and public spirit of those citizens who forwarded the box car to Atlanta, I have never felt quite sure whether that exhibit was meant as a burlesque or as a collection of evidence for a temperance society, which was intended to illustrate the resourcefulness of whisky. Done up in glass bottles of alcohol there were horned frogs, lizards, rattlesnakes, centipedes, tarantulas, and, I think, every other deadly reptile known to science; but that was all. As a natural history collection of bugs and reptiles it was a brilliant success, but it was a travesty to have called it anything else.

At Buffalo there were those who had heard of and were talking about Texas, but not because of any exhibit from this state which had compelled their interest.

At St. Louis, in 1904, there is to be held what promises to be the greatest of all expositions, the purpose of which is to commemorate the centenary of the great Louisiana Purchase. Texas was not a part of the Louisiana Purchase, but was won by her sons on the battlefields of Goliad and San Jacinto. None the less, our welfare and our affections are so closely interwoven with those territories which were acquired by that purchase, that our interests should be, and are, more nearly than ever before, enlisted toward contributing to the grandeur of the proposed exposition at St. Louis, to which city this state and its citizens are bound by many ties. While I have the honor to serve as a commissioner from Texas to the proposed World's Fair at St. Louis, it is neither as a commissioner nor as an officer of this Association, but as a citizen of Texas, that I refer to the matter of having our state fittingly represented at St. Louis in 1904. To do that, it will be necessary for our business men to at least seek to interest those who are engaged in their own line of business.

This Association, and that of the Texas millers, should cooperate in getting together representative exhibits of our grain and grain products, as well as looking to the securing of subscriptions from grain and mill men and from agricultural friends, who should be no less interested in seeing the resources of our soils and climate befittingly exhibited to the world. I shall take it as a personal favor if this convention will fully discuss this matter of Texas representation at the St. Louis World's Fair, and I would be still better pleased if it would go so far as to choose a special committee to be assigned the duty of securing subscriptions and exhibits from the various grain interests of the state, as I believe that the work of such subcommittees will prove invaluable to those entrusted with the stupendous task of having Texas well represented at St. Louis.

The National Association Meeting at Memphis.—The next annual meeting of the Grain Dealers' National Association should hold for our members a marked degree of interest. At Memphis our dealers will have the opportunity of meeting and becoming acquainted with dealers in the Southeast to whom we have all been shipping Texas oats for years, and the benefits which would be sure to result from such a meeting cannot be estimated. It would be a great pleasure, too, to renew and extend our acquaintance with the grain men of the North and Northwest. I bespeak

your interest in the Memphis meeting this early for the reason that I want you to begin right now your plans for attending. The matter of procuring transportation arrangements will in due time be taken up through the proper channels, and I feel confident of receiving satisfactory treatment at the hands of the railroad people.

In conclusion, and before proceeding with the business and pleasures of the day, I desire to pay tribute to the loyalty and efficiency of my associates on your executive committee, and to the like attainments of your arbitration committee and those of your efficient secretary. Each of these gentlemen has displayed conspicuous ability, zeal and fealty to our organization, and they all merit your hearty thanks. As to myself, my ambition has been to faithfully serve those individual interests—the Texas Grain Dealers' Association and the grain industry of our state. If any need of success has come to me, I owe it to "the old guard" gathered here to-day, for your loyalty to the Association has been the keynote to the success of this organization.

Secretary H. B. Dorsey then read his annual report, as follows:

I deem it useless to take up your time with a lengthy report, as you have been advised from time to time of the workings of the Association, and especially so at the meeting of the executive committee. When the program was announced the committee requested the president in his annual report to include the works and benefits of our Association, and also that W. B. Harrison, chairman of the arbitration committee, should make a report of the work of that committee. Therefore I will take up but a few minutes of your time, advising you of the membership and finances of the Association.

Membership at the close of our last fiscal year, as shown by my report of May 20, 1901..... 148
New members admitted 30

Total 178
Resigned 14
Suspended 18
Expelled for refusing to submit to arbitration, or failure to abide decision of arbitration committee 6

Net membership 149

FINANCIAL STATEMENT.

Balance on hand close fiscal year, May 20, 1901 \$ 482.88
Amount received for membership 300.23
Amount received from dues 1,675.55
Net received as deposit fee in arbitration cases 165.00

Total \$2,648.68
Paid for postage 107.03
Paid for printing and stationery 49.77
Expenses, arbitration committee, etc. 147.65
Secretary's salary 1,200.00
Dues to National Association 134.00
Telephone, traveling expenses, etc. 743.49

Total \$2,181.94
Balance cash on hand 466.74

You will notice there is a decrease of only eight members and only a few dollars of cash on hand, and under the existing conditions for the last year I consider this an excellent showing. I cannot but congratulate the Association for the loyal members it has, when it is considered that during the last season crops were a total failure; yet our members have stood firm to the Association. I think and believe that after having learned the benefits of the Association last season, our members will agree that it has rendered them as much, if not more, service than would have been had if we had been shipping out of the state instead of shipping 'it in as before, and I believe our members fully realize this at this time.

The report of the committee on arbitration was then read, as follows, Mr. W. B. Harrison of McKinney, chairman, who read the report, making valuable running comments as the reading progressed:

In the past year we have had before the arbitration committee 52 cases, involving some \$8,000, and with few exceptions the awards have been gracefully accepted.

It has been demonstrated by results that the arbitration feature of our Association is a success, promoting the interest of both the seller and buyer of grain and grain products, the buyer feeling that he has recourse on all Association men when there is a failure to comply with their contracts, and the seller has the same assurance when he deals with an Association man.

This state of things did not exist prior to the establishment of the arbitration feature. Now we have the certainty of settling differences at a nominal cost, entirely satisfactory to all right-thinking men; whereas, in the past we had to submit these matters to the tribunals of our country, which are frequently slow and usually leave an aftermath of bad feelings.

As a further advantage I would suggest that non-members of the Association be allowed the privilege of submitting their differences on the same basis as members; that is, not charge them \$10 for this privilege, but only \$5. I make this suggestion from the fact that we want the outsiders to come to a full understanding that they can settle their differences with an Association man before your committee and receive justice as well as a member can, and thus avoid the courts when possible. Arbitration is sustained by the laws of our country and the courts will affirm an award when gotten up in proper shape.

Our records show that of the differences arbitrated by our committee, the non-members have gained more cases than the members, thus showing that your com-

mittee is no respecter of persons and has created the impression that it will do that which is just and right. I regret to have to say that even Association men will sometimes make claims that are without foundation. We should aim at a higher moral plane than this.

I will admonish our Association men that they are very lax in many instances in getting up their papers. They seem to depend on long arguments, which weary the committee and are without weight; whereas, the proper data, showing the facts, in the transaction, with proper letters of confirmation, etc., are all that is necessary to enable your committee to act with dispatch.

I consider being a member of the arbitration committee a great education. It enables one to see the errors of his fellow man in his transactions, and thus you avoid the same pitfalls when they come before you. This position should be sought after.

I notice some of our members are being dropped from the Association for non-compliance with its rules in not accepting the results of arbitration and non-payment of dues. I think they should be dropped every time. Thus we get rid of parties who are not desirable, for who wants to do business with a man who will not live up to requirements to which he has voluntarily subscribed?

Hon. Jefferson Johnson then read a paper on the desirability of collecting authentic data of the crops grown in Texas, both from the grain dealers' standpoint as well as that of a state official interested in the making of state records, and also from the standpoint of the citizen interested in the development of the state's agricultural interests by immigrating farmers attracted thither by such statements of facts as only official statistics afford room for. There was a general discussion of the paper, which will be given wide publicity.

Papers were read by W. L. Pitts of Marshall and J. Z. Keel of Gainesville on "In What Respects are Shipments of Grain from Our Producing Section Unsatisfactory and What Can Our Association Do to Remedy Such Defects?"

The discussion on these papers was followed by two papers on the subject, "Is It Practicable to Establish and Maintain Official Weights and Grades of Grain in Texas; and If So, How Can This Be Done?" The affirmative paper, by J. A. Hughes of Howe, was read by Secretary Dorsey; the negative was by J. H. Harrison of Mansfield. In the discussion which followed one gentleman said he thought the public weighers of Texas, as a rule, favored the farmers as to weights, seeming to think this was the proper thing. He favored buying direct from the farmer, and believed the farmers should be liberal enough to "throw in the tail with the coon" occasionally, so that weights might come up properly, thus not throwing all the risk and vexation on the dealers, who took chances on damp grain, dirt, etc. It was also suggested that some of the public weighers are now provided with inferior equipment. The law providing for public weighers was pronounced unconstitutional by Mr. Keel, who said he did all his own weighing, the farmers being well satisfied, as he showed them that he was fair and just.

This subject of weighing was discussed at length. The prejudice between the farmer and the grain dealer was deplored, but it was suggested that all weights should be guaranteed if the dealers must submit to public weighers. Defective cars, or cars with holes in them, were also cited as among the causes of ultimate short weights, which always fell on the dealers. Some favored the public weighing system, saying it was all right when proper men were chosen for this purpose. A public grading center was mentioned as desirable, but some thought Texas grain lands too widely scattered to make that practicable. It was further suggested that it might be difficult to grade sacked oats.

At the morning session of May 23, the executive committee reported the following new members: A. H. Block, James Cunningham Company, McGregor; A. P. Lawson, McGregor; C. C. Graves, Rice City; Jennings & Holcomb, Kosse. They were elected to membership.

The following resolutions were adopted:

Whereas, The Interstate Commerce Commission, under the present law, as construed by the Supreme Court, is practically unable to fix or control rates upon interstate shipments; and

Whereas, There exist great abuses and unjust discrimination by the railroads engaged in the interstate commerce; and

Whereas, In the opinion of this Association such abuse and unjust discrimination should be prevented by the passage of the bill now pending in the Congress of the United States, known as the Corliss bill, or some similar measure; therefore, be it

Resolved, That we ask that a plank be inserted in the platform of the Democratic party of this state, demanding the passage of said Corliss bill, or some similar measure, investing the Interstate Commerce Commission with power to control and regulate interstate traffic; and be it further

Resolved, That our senators and congressmen are hereby requested to use their best efforts to secure the passage of such a measure or some kindred legislation for the purpose of preventing such abuses.

J. T. Stark of Plano offered an amendment to the constitution, providing that in addition to the arbitration committee of three, which is selected by the executive committee, two special arbitrators be elected each year by the Association.

This proposition was quite keenly opposed on the ground that it would make the arbitration committee a bungleome one and because it would be too costly.

Mr. Stark stated that the object of his amendment was to create an appeal board, which the board of five would make.

After a further discussion, Secretary Dorsey offered an amendment to the effect that the executive committee be the appeal board, and that no appeal be heard unless the appellee pays the fee in advance, and that no appeal be taken unless there is a dissenting vote in the arbitration.

The matter was finally disposed of by reference to a committee to make the changes needed. The chair appointed Messrs. Stark, Shearn, Aubrey and Dorsey.

E. R. Kolp of Fort Worth presented a paper making a number of suggestions relative to con-

The committee elected W. O. Brackett, Sherman; W. W. Andrews, Fort Worth, and T. M. Sleeper, Waxahachie, as the arbitration committee. After the transaction of minor matters the committee adjourned.

A. J. SAYRE'S TWIN ELEVATORS AT HARVEY, N. D.

The Twin Elevators plant of A. J. Sayre at Harvey, N. D., is an evolution, of course. When Mr. Sayre began business at Harvey in 1898 he built a flat house and one end of the present plant, which were ready to handle the crop of that year. The first season's business tested the elevator to its full capacity, and Mr. Sayre realized that, owing to the rapid development of the country adjacent to Harvey, he would need better and increased facilities for handling the crop of 1899. He accordingly built as an addition another entire elevator building adjoining the old one on the east and christened the entire structure the "Twin Elevators."

As the premises stand, the combined elevators have a storage capacity of 40,000 bushels, not including the warehouse capacity. There are two dump scales in the driveway, two stands of receiving elevator legs and one stand for the cleaner. A No. 10 Clipper Cleaner is used for wheat and oats, and a special flax cleaner of 1,500 bushels' capacity per day for cleaning foul seeds from flax. The power is a 12-horsepower gasoline engine. The ele-



A. J. SAYRE'S TWIN ELEVATORS AT HARVEY, N. D.

ducting business of grain dealers, and setting forth a number of rules therefor. No action was taken upon the paper.

Under the head of new business, President Harrison moved that the thanks of the Association be tendered the citizens of Waco in general, and to the local grain dealers especially, for the very cordial manner in which the Association had been entertained. This was adopted by a unanimous vote.

In the selecting of the place of meeting, Dallas, Houston and Galveston were placed in nomination, but Houston was selected by a large majority.

The special committee on amendment of constitution made the following report, which was adopted:

Resolved, That the following be added to the constitution:

"In all findings by the arbitration committee involving disputes exceeding \$500, where one arbitrator may dissent from the finding of the committee, the loser shall have the right of appeal to the executive committee on deposit of an additional arbitrator and shall be required to deposit with the secretary-treasurer, cash or certified check for the amount of the award of the arbitration committee, conditioned that he will abide by the decision of a majority of the executive committee, which decision shall be final.

Officers were elected as follows: President, G. J. Gibbs, Clifton; J. Z. Keel, Gainesville, first vice-president; Eugene Early, Waco, second vice-president; executive committee, J. P. Harrison, Sherman; C. P. Shearn, Houston; L. G. Ballew, Pilot Point; H. B. Dorsey, Weatherford, secretary-treasurer.

After resolution of thanks to the railroads, the meeting adjourned.

As soon as the convention adjourned President Gibbs called a meeting of the executive committee.

vator is, in fact, entirely modern in equipment and construction. The foundation is of stone, and the bins are built of 2x6's to within fifteen feet of the top, above which point 2x4's are used.

Mr. Sayre writes that, "The crop of 1901 was very largely of flax, and proved entirely too large for the capacity of my elevator, so that I am now seriously contemplating doubling the present capacity to handle the 1902 crop. Out of the 1901 crop I handled upward of 150 carloads of flax, besides wheat and oats. This flax, when reduced to bushels, amounts to more than the amount handled by any one other man in the world direct from farmers' hands. In other words, Harvey, N. D., was the greatest primary flax market in the world in 1901, and the Twin Elevators handled more of that commodity from first hands than any other warehouse or elevator in the world. The flax crop of the present year will in all probability be still larger than that of 1901, and I have not the slightest idea that the Twin Elevators will take second place as a flax-receiving elevator."

Harvey is located on the "Soo Line," 396 miles northwest of Minneapolis and 127 miles from the Canadian line at Portal, in what is called the "middle west" of North Dakota. It has been settled up only about five or six years, but is already a marvel of productiveness and rural prosperity. It is nothing uncommon, we are told, for a man to buy a piece of raw land and by breaking it all up the first year and sowing it to flax realize enough from the first crop to pay for the land. In such a country the evolution of the elevator is rapid indeed.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

HAY OF IRREGULAR QUALITY.

Editor American Elevator and Grain Trade:—Trade in the hay line is dull in this territory and very unsatisfactory on account of the irregular quality of the hay.

Yours truly, W. H. SMALL & CO.
Evansville, Ind.

NO. 1 HAY GETTING SCARCE.

Editor American Elevator and Grain Trade:—We are having a good demand for No. 1 timothy and No. 1 mixed hay, and find the same very hard to get, so the stocks must be getting pretty low through Indiana, Illinois and Michigan.

Yours very truly, GEO. W. HILL & CO.
Nashville, Tenn.

GOT SATISFACTORY RESULTS FROM AD.

Editor American Elevator and Grain Trade:—We beg to report that we have now practically sold all of our scales and have at present no more need of your valuable advertising space. You may, therefore, discontinue our advertisement in the "American Elevator and Grain Trade," the results of which are entirely satisfactory to us.

Yours truly, J. F. HARRIS & CO.
Burlington, Iowa.

GOOD HAY PROSPECTS IN MINNESOTA.

Editor American Elevator and Grain Trade:—Prospects for the hay crop are good at present, especially the upland hay, as we have had sufficient moisture to start it and it is making an excellent growth. Timothy was somewhat stunted owing to the drouth early, but is now making fair progress.

Yours truly, SPENCER GRAIN CO.,
Per R. Troendle, Pres.
Minneapolis, Minn.

HAY PROSPECTS FINE.

Editor American Elevator and Grain Trade:—There is no old hay in the locality of Coffeyville, but the prospects are very fine for the coming crop. Of course, it is too early yet to give an accurate estimate on the grain crop, as the month of July may produce a few days of hot wind which will almost totally destroy the crop, but if we do not have those hot winds, we will have an exceedingly heavy crop of hay this year.

Yours truly, W. A. STUCKEY.
Guthrie, Okla.

THINKS OLD HAY WILL SELL LOWER.

Editor American Elevator and Grain Trade:—The hay trade on our market is rather dull at the present time. The arrivals are liberal and consist mainly of medium and inferior grade hay. The shipping and local demand are both very light. There still remains a large amount of hay in this territory, which we think will be sold at much lower prices than now prevail before the new crop begins to arrive.

We would like to see the National Hay Association take a greater interest in western markets.

Yours very respectfully, E. C. TWAMLEY.
Omaha, Neb.

CLOVER WILL BE SCARCE.

Editor American Elevator and Grain Trade:—Throughout the territory where we have been operating with our presses during the past season, the best grades of hay are about cleaned up, and we will have great difficulty to supply our regular customers from now till the new crop. The local arrivals are largely of the poorer grades. Good No. 1 timothy is readily sold at an advance of 50 cents to \$1 per ton over prices 30 days ago.

The meadows are in good condition, with prospects of much less clover than a year ago.

The National Hay convention at the "Bay," on account of the central location, will, in my opinion, be largely attended. The Hotel Victory is an ideal place for a gathering of this kind, and with its business sessions, combined with a series of

entertainments, provided by a committee appointed by President Bridge, the meeting should be productive of good results, in establishing closer relations between the shipper and receiver.

Respectfully, JOHN L. DEXTER.
Detroit, Mich.

OLD HAY ALL SHIPPED.

Editor American Elevator and Grain Trade:—Hay of all descriptions is nearly all shipped out of our territory; there is very little in farmers' hands.

Meadows are looking fine and so far the prospect is good. There will be very little clover and mixed hay this year.

Yours very truly, JOHNSON & SON.
Goshen, Ind.

ELEVATOR IMPROVEMENTS IN IOWA.

Editor American Elevator and Grain Trade:—We are building a new elevator with gasoline power at Goodell, Iowa. Our old elevator will be used for storage. Younglove & Boggess Company of Mason City have the contract. We have also just completed overhauling our elevator at Rockford, Iowa, adding 20,000 bushels' storage capacity and putting in a gasoline engine in place of steam. We also expect to increase our storage capacity 20,000 bushels at Ionia, Iowa.

Yours truly, WAY-JOHNSON-LEE CO.,
Per M. W. Lee, Mgr.
Minneapolis, Minn.

ARE LARGE SHIPPERS FAVORED?

Editor American Elevator and Grain Trade:—There are many questions of importance to the hay trade which should have the attention of the National Hay Association.

First, the freight rate or classification question should be further investigated and some light turned on to find why we have no results.

The truth is, there is a growing feeling among the little fellows that some of the big fellows are favored with rates in which the small shipper does not share. There are surface indications that some are favored with lower rates than the fifth-class tariff.

Yours truly, JAMES H. SNODGRASS.
Marion, Ind.

DECATUR MERCHANTS' EXCHANGE COMPLETED.

Editor American Elevator and Grain Trade:—The new building which will be the home of the Decatur Merchants' Exchange is nearing completion and the contractors promise that our quarters will be ready for occupancy by the date set for the next annual meeting of the Illinois Grain Dealers' Association in this city. The members of the Exchange hope to be "at home" to their friends in their new quarters during the coming session.

Central Illinois has been favored with a very heavy rain to-day (May 20), which will certainly be of great benefit to the growing crops. As far as we can see, the prospects at this date are as good as could be expected at this season of the year.

Yours respectfully, BURKS GRAIN & ELEV. CO.
Decatur, Ill.

NATIONAL HAY ASSOCIATION.

Editor American Elevator and Grain Trade:—The ninth annual convention of the National Hay Association will be held at Hotel Victory, Put-in-Bay Island, Ohio, on July 10, 11, 12. We confidently expect this to be the best attended convention we have ever held. Put-in-Bay is easy of access from all points of the hay producing sections of the country, and as the convention is to be held at a time when the old hay has been practically all gotten out of the country and before the handling of the new crop is begun, we expect more country shippers in attendance than any previous year.

Men of national reputation have been invited and are expected to address the convention on questions of vital importance to the commercial interest of the country.

At this time I know of no special discussion on any particular reform vital to the hay trade. Probably one of the most interesting features of the

convention will be President Bridge's annual report and the report of the committee on transportation.

The prospects for the growing crop of hay throughout this part of Indiana is not very flattering, the very unusual cold and dry weather for the past few weeks has greatly retarded its growth and hay will not produce one-half of an average crop unless the season is very favorable from this time on.

Yours truly, P. E. GOODRICH, Secy.-Treas.
Winchester, Ind.

CROPS IN TEXAS.

Editor American Elevator and Grain Trade:—The wheat in Texas will make about 10,000,000 bushels, and oats between 10,000,000 and 12,000,000 bushels. Corn, which three weeks ago looked good for 100,000,000 bushels, has been badly injured by the extreme dry, hot weather and if rain does not come soon the crop will be very short and probably no better than a 25 per cent yield. In Southern Texas corn is being cut, because so badly burned by the dry, hot weather that it could not possibly yield any grain and cutting for fodder is all that is left to do. Corn generally is suffering from lack of rain and as I said before, if relief does not come soon, this year will witness a repetition of last year's failure. Cotton is also suffering.

Yours truly, GRAIN DEALER, Dallas, Texas.

INCREASE OF MEMBERSHIP NEEDED.

Editor American Elevator and Grain Trade:—The amount of hay in the country at present does not vary materially from that in former years, but the quality is not up to the usual standard, there being very little No. 1 timothy left for shipment during the balance of the crop year.

In regard to the coming annual meeting of the National Hay Association, on July 10, 11 and 12, we feel that the most important thing is a material increase in membership. A great deal of important work has been done by the National Hay Association, and while, perhaps, results have not been so apparent, still great advances have been made in the matter of better treatment from the railroad companies, and with a membership including every hay shipper in the country, we are confident that the things asked for would be granted us.

Very truly yours, RICHMOND ELEVATOR CO.,
J. A. Heath.
Lenox, Mich.

HAY ASSOCIATION EXERTING GOOD INFLUENCE.

Editor American Elevator and Grain Trade:—The hay trade is very quiet with us at this time of the year. We are, however, still baling with half our capacity. There is quite an amount of old hay still in this section of the country, largely, however, of the clover and timothy mixed grades.

The writer expects to attend the national meeting at Put-in-Bay, July 11 and 12, and hopes to absorb information that will be beneficial to himself as well as to the trade generally. The National Hay Association has certainly been productive of great good to the hay shippers in that it has called the attention of the railroad world to the business in such a way that it has at least excited curiosity to look up the nature of the business and its volume. It has no doubt been a great surprise to everyone connected with the business. The magnitude of the hay trade has never before been realized by either the railroad companies or the shippers themselves.

I personally feel that the agitation now on will result in great good to the shipping interests of the United States, not only in hay but also in grain and provisions; in fact, the business of the country generally will be benefited. From information gained from a prominent railroad official recently in our office we are inclined to think that the building of special cars for special lines of business will be done away with and in place of this or that branch of business being favored all will be treated alike. The capacity of the cars now being built is greater, and, from present appearances, will con-

continue in this direction, all of which will be advantageous to the hay trade.

I will be glad to meet you at the convention and hope that we shall have a mutually pleasant and profitable meeting for all who attend.

Very respectfully,
Fort Wayne, Ind. S. BASH.

IS WESTERN CORN DECLINING IN QUALITY?

Editor American Elevator and Grain Trade:—As a matter of news, which I believe will be read with interest by every reader of your valuable journal, I inclose the following. The figures are taken from the Red Book of Howard-Bartels & Co.

A statement showing the number of bushels, number of cars and number cars contract corn, received at Chicago, in the months of May, June, July, August and September, for the years 1890 to 1901, inclusive, and for the month of May, 1902:

		Bushels.	Cars.	Cars contract
1890, May	.....	7,122,981	14,419	8,125
1891, May	.....	8,858,055	13,606	7,968
1892, May	.....	4,286,568	8,648	2,860
1893, May	.....	4,809,902	8,496	4,832
1894, May	.....	5,159,357	7,967	4,890
1895, May	.....	6,416,736	12,726	10,615
1896, May	.....	4,324,466	7,465	4,814
1897, May	.....	4,807,434	8,054	5,597
1898, May	.....	13,771,883	20,778	9,054
1899, May	.....	4,517,358	5,626	1,220
1900, May	.....	4,831,341	6,176	2,162
1901, May	.....	11,566,961	12,616	3,760
1902, May	.....	2,719,746	3,075	176
1890, June	.....	10,569,294	15,966	8,846
1891, June	.....	7,444,883	11,540	7,382
1892, June	.....	9,723,822	17,347	1,576
1893, June	.....	10,336,578	14,120	8,048
1894, June	.....	5,992,727	8,869	6,932
1895, June	.....	4,521,747	6,307	5,637
1896, June	.....	7,217,779	12,267	9,427
1897, June	.....	13,480,156	18,159	12,291
1898, June	.....	14,661,838	16,832	5,803
1899, June	.....	15,066,486	20,461	4,561
1900, June	.....	12,220,094	16,069	6,671
1901, June	.....	7,936,228	7,898	627
1902, June	.....	.....	.....	.....
1890, July	.....	8,103,811	14,102	8,376
1891, July	.....	7,317,335	11,251	7,721
1892, July	.....	5,333,115	9,232	2,666
1893, July	.....	9,416,299	13,094	7,113
1894, July	.....	3,024,273	4,941	4,255
1895, July	.....	3,142,664	5,820	5,286
1896, July	.....	7,966,395	14,123	11,385
1897, July	.....	10,762,264	16,457	9,985
1898, July	.....	6,949,951	9,575	3,557
1899, July	.....	15,084,386	17,802	3,287
1900, July	.....	11,079,814	14,493	5,073
1901, July	.....	6,397,052	6,433	465
1902, July	.....	.....	.....	.....
1890, August	.....	6,540,426	11,934	7,453
1891, August	.....	8,801,315	15,221	10,401
1892, August	.....	6,922,981	11,408	5,837
1893, August	.....	8,694,394	12,370	8,182
1894, August	.....	4,092,248	6,323	5,698
1895, August	.....	7,485,292	13,594	12,159
1896, August	.....	11,867,369	20,866	14,075
1897, August	.....	21,737,089	32,990	23,434
1898, August	.....	11,648,400	16,341	8,912
1899, August	.....	9,748,725	11,431	2,138
1900, August	.....	4,695,040	5,390	1,508
1901, August	.....	6,017,504	5,244	251
1902, August	.....	.....	.....	.....
1890, September	.....	8,142,499	14,873	8,929
1891, September	.....	10,689,838	15,334	11,372
1892, September	.....	10,680,747	15,519	10,083
1893, September	.....	14,244,591	20,518	14,724
1894, September	.....	5,855,273	8,934	7,962
1895, September	.....	7,229,261	12,314	11,065
1896, September	.....	9,754,890	15,520	12,190
1897, September	.....	22,171,160	27,957	20,490
1898, September	.....	12,004,248	15,930	9,778
1899, September	.....	19,999,625	23,965	5,352
1900, September	.....	11,141,981	14,774	4,799
1901, September	.....	8,317,993	8,026	323
1902, September	.....	.....	.....	.....

Compare the inspection of corn from 1890 to 1897, inclusive, with that of 1898 to 1902. The inspection department of Chicago says there has been no change in the grading of corn for the past 15 years. Do the grain dealers believe that? Is it true that the corn-growing states of the West no longer raise a good quality of corn?

We now have a standard grade of oats. Why not have a standard grade of corn?

With the rigid inspection now existing in Chicago on corn, is it a business proposition to sell corn short for September, 1902?

Z. K. WOOD, Mt. Pulaski, Ill.

FROM NEW ORLEANS.

Editor American Elevator and Grain Trade:—I do not know of any reforms that would be of interest or benefit to the National Hay Association, as it is my opinion that our Association now covers the field entirely, and if its grades and rules were universally adopted by all markets it would redound greatly to the benefit of the entire hay trade.

Since our market adopted the National Hay Association grades, a little over a year ago, business has worked smoothly and there have been less rejections of hay on account of "not grading." On the other hand, shippers should be required to ship No.

1 Timothy on sales of this grade and not ship in a good or fair No. 2 and ask you to accept this latter at 50 cents off from No. 1 figures, as has been done in a great many instances. More attention should be paid by shippers to the proper grading on their hay and see that cars run uniform in quality. I am a firm believer in the National Hay Association, and think that every dealer or receiver of hay in these United States should become a member and work for its continued success.

New Orleans has enjoyed a wonderful hay business this past season, mainly on account of the mule shipments for the British army in South Africa, from this port. We have drawn supplies from both Ohio and Michigan, something which we have not done in years. The latter state has shipped to this market, this past season, more hay than the states of Illinois and Indiana combined.

Prices have been well sustained, but, as in all markets, choice and No. 1 timothy always have the call, while lower grades are taken at big reductions from the top qualities.

Timothy is the most popular horse feed in this market, but owing to the prevailing high prices, prairie hay and Johnson grass have been extensively used; we have even had a few cars of alfalfa from far-off Colorado.

From advices from our correspondents west of the Mississippi, things look roseate for bountiful crops, and this means a big business, both local and export, for this market.

We cannot close without mentioning a word for our system of weighing hay. We believe that we have the best system in the country. When hay arrives here it is unloaded from the cars into the depots or sheds and is there weighed and inspected at once, bale by bale, and the tag weight placed in each package; this certificate of weights holds good until the hay has been disposed of, and if any reclamations for errors in weights creep in the weigher and inspector (who is one and the same person) is held responsible. This system has been in vogue here for more than a score of years and has always given universal satisfaction.

Trusting to meet you at Put-in-Bay in July, I am
Yours very truly, JOS. V. FERGUSON.
New Orleans, La.

OHIO GRAIN DEALERS' ASSOCIATION.

Editor American Elevator and Grain Trade:—The 23d annual meeting of this Association will be held at Hotel Victory, Put-in-Bay, Ohio, Thursday and Friday, June 19 and 20. The Winter Wheat Millers' League, composed of millers from all of the winter wheat states, will also hold its annual meeting at same time and place. As many of our members are also millers, the occasion will have a double interest for them, and should insure for our Association a large attendance and an interesting and successful meeting.

The only concession that could be secured this year in the way of transportation is a nominal rate, generously granted by the Columbus, Sandusky and Hocking Railroad of \$1 from Columbus (and all points intermediate) to Sandusky and return. Tickets will not be sold except on the train or by some one detailed for that purpose. Tickets will be sold going for all regular trains on Wednesday, July 18, returning any time up to and including Saturday, July 21. The greater part of those attending the meeting will travel on train No. 4, leaving Columbus at 11:45 a. m., 18th, Delaware 12:25 p. m., Marion 1:02 p. m., Bucyrus 1:33 p. m., Attica 2:07 p. m., Bellview 2:33 p. m., arriving at Sandusky at 3:00 p. m. This train will stop only at the above stations, all of which are junction points for east and west connecting lines, and parties can join us at any of these stations and secure tickets on the train. Parties finding it more convenient to take train No. 2, leaving Columbus at 6:20 a. m., arriving at Sandusky at 10:00 a. m., can be supplied with tickets by mail through this office.

Boat service, Sandusky to Put-in-Bay and return, round trip 50 cents. Leaves Sandusky daily at 3:30 p. m. and 4:45 p. m.; arrives at Put-in-Bay at 5:00 p. m. and 6:25 p. m. Leaves Put-in-Bay daily at 5:30 a. m. and 11:30 a. m., arriving at Sandusky

at 7:00 a. m. and 1:20 p. m. Parties finding it more convenient at reach Put-in-Bay via Toledo and boat can leave Toledo at 9:15 a. m. and 10:00 p. m., arrive at Put-in-Bay 12:45 p. m. and 1:15 a. m. (night); returning, leave Put-in-Bay at 3:30 p. m. and 2:30 a. m. (night), arriving at 7:00 p. m. and 6 a. m.

Headquarters will be at Hotel Victory. All in attendance can secure first-class accommodations at this famous hostelry. Rates \$2.50 to \$4.50 per day, according to location of room desired—4th, 3d, 2nd or 1st floor.

All regular grain dealers and millers, whether members of our Association or not, together with members of their families (or if no family your best girl) are invited to be with us.

We have no special program prepared, but the business meetings will be full of interest and the social feature one of great pleasure. Members and dealers cannot afford to miss this meeting.

We will have many new members, and people with us who have never met with us before, representing all the territory throughout the state and every variety of interest to the trade.

Any additional information will be cheerfully given by addressing the secretary's office.

A meeting of the officers and policy holders of the Ohio Grain Dealers' Mutual Fire Insurance Association will be held in connection with this meeting. A full report of the progress of the Insurance Association will be made and a discussion had of a plan for increasing our line, which is now about \$200,000.

J. W. McCORD, Sec'y.
358 North High street, Columbus, Ohio.

KANSAS WHEAT.

Editor American Elevator and Grain Trade:—The following open letter has been addressed by me to the official named, in comment on certain statements appearing in Mr. Coburn's recent and able "Report on Kansas Wheat Growing" (Topeka, March, 1902):

(Chicago, May 27, 1902.
Hon. F. D. Coburn, Secretary State Board of Agriculture, Topeka, Kan.

Sir:—Your quarterly report, ending March, 1902, gives evidence of a missing link, viz., quality, which prevents the full fruition of the hopes of the Kansas wheat grower.

To remove all doubt as to the existing desideratum, I will base my theme on extracts from your ablest contributors:

KANSAS WHEAT THE BEST IN THE WORLD.

By Dr. E. P. Miller.

The chemist of the Agricultural College ought to make a thorough analysis of the Kansas wheat and thus get at the actual facts in regard to its nutritive and commercial value as compared with wheat of other states.

EXPERIMENTS WITH WHEAT AT KANSAS STATION.

By W. H. Olin.

It is possible to breed up a milling wheat indigenous to Kansas that shall grade No. 1, and if carefully selected there is no reason why Kansas shall not have in a few years as good a wheat, from the millers' standpoint, as any other state. We have the soil, the climate, the farmers and the mills.

Careful study of variety and selection year by year will in time give us the very wheat that will yield, not only the most, but also the best grain of any state in the Union. We now have the banner for quantity; let us strive to hold it for quality as well.

That which is written of the soil and climate, variety and selection, cultivation and quantity, in the subject matter of Kansas wheat growing, is patent to all. But the silence of the agricultural men of science on the subject of harvesting and housing (as all the conditions mentioned are subordinate) is past comprehension.

The seed plant reserves within its stalk its choicest elements of nutriment and fecundity until the ripening period approaches, at which time there is an increased stimulation of the constituent principle to the seat of reproduction and nutriment within the kernel. When this critical time is at the door it becomes the duty of the husbandman to see to it that his wheat is cut before the drying stem and hardening kernel check the stimulative effort of nature to perfect its work. He should cut, bind, shock and stack with circumspection, that he may make sure of the continuance of the movement until the perfection of maturity is reached. The grand

finale is when in the stack (nature's laboratory) it passes through a tangible, chemical change known in common parlance as the "sweat."

To use a "header" in harvesting is to defeat the best results of nature's laws either before or after cutting.

It is requisite to the successful raising of the cereals that the farmer studies to assist nature in her effort to mature and cure his crop. The return would be such a wealth of rich, fragrant forage and bright nutritious grain, in lines of well rounded beauty, as to make manifest the presence of the Master's hand.

Even as a plain matter of business it is clear to all merchants that intrinsic value follows the line of beauty in all of Nature's productions (in commerce), either of the vegetable or animal kingdom. This is demonstrated daily in the several marts of trade, in the exchangeable value of the staple of cotton, the sample of grain, the hand of tobacco, the bunch of cattle or the bundle of peltries.

The man of commerce might suggest that to follow such teachings would delay the moving of the crops. Yea, truly, but there would be adequate compensation for the wait in their increased volume and value. And the elimination of the heating principle from the grain, which is effected by the process, is of national importance. It is due to ourselves that we give no cause to have repeated the charge of moral turpitude and threats of withdrawal of orders by our trans-Atlantic correspondents.

We will return to the extracts:

KANSAS WHEAT AND ITS PRODUCTS.

By Herbert Hackney.

We have never heard that the much-vaunted quality of the northwestern flour has suffered on account of the introduction of a large percentage of Kansas hard wheat into its manufacture.

The millers of the Northwest strenuously deny the use of Kansas hard wheat in their mills, but the goods have been traced to their doors.

Perhaps the northwestern miller has no option in the matter of grinding Kansas hard wheat. He is controlled in his purchases by a system of grain inspection, founded on the legalized uncertainties of human opinion. There have been merchants with huge elevators and millions at their command who used the same foundation to build up a great industry of mixing grain by securing the opinion of the inspection department that certain lots of mixed wheat (or other cereals) belonged to a certain grade.

A miller buys a round lot of "No. 1 Northern spring wheat," and the inspection department certifies that the proper grade is delivered. Should it be intermixed with Kansas hard wheat, would the miller's opinion be of any value?

MILLING IN THE KANSAS WHEAT BELT.

By C. B. Hoffman.

No country can attain permanent prosperity which ships out its raw products.

The people of Kansas, her railroads and her mills are mutually interested in a proper solution of this great problem.

The ratio of increase of flouring mills will be in proportion to the increase of the flouring value of wheat. The farmer holds the key to the situation.

Respectfully, S. H. STEVENS.

No. 714 Board of Trade Bldg., Chicago.

WORK BEFORE THE NATIONAL HAY ASSOCIATION.

Editor American Elevator and Grain Trade:—At the approaching annual meeting of the National Hay Association, there is but one question, in my opinion, to be considered. That this question is susceptible of division into several subheads is certain, and it is equally certain that the subheads should receive adequate consideration.

The chief matter is, How may the Association be made indispensable to every hay dealer, be he shipper, dealer or commission merchant? How can those now members be made to appreciate the benefits which they have received, and how can those who have not seen fit to join the Association be made aware of the advantages which we, as members, enjoy?

A few instances occur to me. A determined effort has been made for several years to secure legislation amending the Interstate Commerce Act. For some time the National Hay Association has had

its representatives before the respective committees of the Senate and House, asking for remedial legislation. Other organizations have been present, and although up to the present time no appreciable result has been accomplished, it is hoped that, by the assistance of a large membership scattered throughout the length and breadth of the United States, the much desired result may be obtained. It has been confidently stated by persons who have made a study of economic subjects that the proper amendment of the Interstate Commerce Law would materially assist in curbing the so-called trusts. Whether or not this would be the effect, certain it is that all shippers and some of the prominent carriers desire that the law be so amended that its enforcement may be of value to the business interests of the country.

Again, the matter of statistics should receive careful consideration. It is often important to know the tonnage coming from various states, and its destination from year to year, that it may be determined whether or not the direction of the movement at a particular time is governed in any particular by ordinary or extraordinary causes. It would also be interesting to know the number of balers actually in use in the various hay-producing states, divided into classes of machines, but not necessarily into kinds of manufacture. Statistics are at hand concerning the exports and imports of hay, and also of the market prices in the large centers. It would be well, however, to have uniformity of reports in this respect, as some states report by car lots and others by tons.

The matter of the exporting of hay should receive careful consideration. This would require correspondence with various consuls concerning the kind of hay best adapted to the various markets and the manner in which the consumer desires the same pressed for shipment. This is probably one of the most important matters to be considered, as I see it, as the exporting of hay from the Middle West to foreign markets was just getting in vogue when it was prohibited by the raise in classification in January, 1900.

For several years considerable has been said concerning terminal weights at various places, but the reference has been almost entirely to grain, and not to hay and straw. As the shipment of hay and straw has been respectable in quantity when compared with the other commodities, the Association should see to it that all hay is properly weighed at all terminals by independent parties. There is no greater cause of business disagreement than that of the shipper who claims to have placed a given number of tons in a car and the receiver who claims to have received a considerably less number of pounds. Each is confident he is correct, and the goods should be properly weighed by a party who has no interest in increasing or diminishing the actual weight. Tag weights are in no wise to be tolerated, as they are usually found to be very unreliable. Uniform grading has been practically accomplished, and, so far as I am informed, works nicely. Such being the case, there is no reason why a uniform system of weighing, certainly for the large centers, could not be arranged with equal advantage to all parties.

The matter of terminal facilities needs, it seems to me, some attention at this time. Certain carriers are provided with ample hay houses, used for the unloading of hay. There, the intending purchaser may inspect and see the entire car. He is not compelled to look at the ends or sides of twenty or thirty bales and purchase the goods on the supposition (often rash) that the entire car is of the same grade. Terminal hay houses have been proven to be good investments for the carriers, as they dispense with the purchase of considerable tracts of ground for freight yards, and they have proven to be of equal advantage to the receiver, and just to the shipper, as above indicated.

I am of the opinion also that the National Hay Association should recommend to its members that in the shipment of all goods where the order bill of lading is used, the consignee should have the right of inspection without surrender of the document. This does not apply to several of the centers, where goods are inspected and examined by com-

petent parties acting under the authority of local organizations, or where the goods are placed in terminal warehouses, but it does apply in many of the smaller places. There can be no question that the consignee has a right to inspect the goods before surrendering the bill of lading, but the matter might well be inserted in the waybill that the consignee may know what he is receiving, and unscrupulous shippers be headed off in their attempts to "do" the receiver.

There doubtless are many other matters which should come before the convention, but whatever they may be they should have the single purpose of improving the hay trade, and making the National Hay Association an absolute necessity to every person who is engaged in the baling, shipment or sale of that and similar articles. I believe the present membership to a member knows that the Association is better and stronger to-day, and capable of doing more good than ever in the past. I believe further that every member to a member knows that much good can and will be done by united and concerted action.

Washington, D. C.

JOHN B. DAISH.

C. S. TREDWAY.

C. S. Tredway, in charge of the station of the Tredway Elevator Company at Hutchinson, Minn., is one of the veterans of the Northwestern grain



C. S. TREDWAY.

trade, having been connected with the business, directly and indirectly, for more than twenty-five years. The first thirteen of these were spent in part at Nora Springs, Iowa, and a part in Minnesota. For fourteen years he was in the employ of the H. Poehler Company, commission men and elevator owners of Minneapolis, and for the past year has been connected with the Tredway Elevator Company at Hutchinson. Mr. Tredway's long and comprehensive experience makes him a valuable man to his company, and he is at the same time popular with the patrons of the station.

One of the latest features of work at the Kansas Experiment Station is that of so breeding the field corn as to increase the protein and nitrogen in the grain. Twenty varieties heretofore selected and grown are shown by analysis to have been increased much in these qualities. Many varieties of the well-bred corn have been crossed to produce this result. Farmers are urged to select seed with large germs, which is a guarantee, and has been shown to increase both protein and fat.

The Montreal Star of May 21 records a transfer of grain from Chicago to Montreal by lake and rail in only five days. The grain, 177,000 bushels of wheat, was started from Chicago on May 12 on the propeller Yale. The destination was Depot Harbor, where the grain was loaded into cars, and started on its way over the line of the Canada Atlantic. Arriving in Montreal on the 18th, a portion of the cargo was loaded on board the Elder-Dempster steamship Lake Champlain, prior to May 20.

W. S. WASHER.

W. S. Washer of Atchison is a product of the trans-Missouri. Like a big part of the West itself, he isn't old enough to have a biography. Born in Atchison on January 4, 1879, and educated at Midland College in the same town, from which he graduated in 1898, he has simply "grown up with the country," and being a part of it is full of its "go" and ambition.

In June, 1898, he entered the employ of the W. S. Washer Company, and in March, 1899, on the incorporation of the business, he was made its sec-



W. S. WASHER.

retary-treasurer. In that capacity he has charge of the buying and outside work of the business. Those who know him best point him out as one of the "future great" grain merchants of that part of the West.

INSPECTION ROW AT NEW ORLEANS.

There is what the Milesian would term a "beautiful scrimmage" going on at New Orleans between the New Orleans Board of Trade and the New Orleans Maritime and Merchants' Exchange for the control of the grain inspection of the port of New Orleans. The grain inspection system was inaugurated there early in the 70's, when the exportation of grain from New Orleans was tentatively resumed after a lapse of a decade. The business has been a successful one only since 1881, however, when the inspection was controlled by the Produce Exchange, succeeded in 1889 by the Board of Trade, which has directed the inspection since. Now, says the apologist of the Board of Trade in the present controversy, "a few selfish exporters are endeavoring to move this department to the Maritime Exchange, and reap the benefit of any surplus revenue derived therefrom, and this without any complaint whatever regarding the satisfactory service rendered by the Board of Trade. The whole thing savors of an attempt to encroach upon the just prerogatives of the Board of Trade and to deprive it of any surplus revenue to which it is entitled. . . . Their whole contention was and is that the surplus revenues of the inspection department should be divided among the exporters. This claim is not tenable for the reason that they are not out one cent on account of said inspection service. They charge the inward inspection, which is forty cents a car for an ordinary car, and fifty cents for an exceptionally large car, to the shipper, and the outward inspection of twenty-five cents per thousand bushels is paid by the foreign buyer."

On the other hand, the grain exporters say, in an authorized statement given to the press, that for several years the grain men have felt they have nothing in common with the Board of Trade, and that "this feeling has recently culminated in a

practically unanimous resolve on the part of all concerned in the handling of grain for export to transfer the management of their business from an institution with which they are not in any way in touch to one with which they have constant business relations and whose main interests are identical with their own.

"The most striking feature of the movement," continue the exporters, "is that the buyers and sellers are all equally represented, the shippers in Kansas and Chicago and the exporters in New Orleans. There is only one firm of importance engaged in the selling or buying of grain for export from New Orleans that is not in favor of the change. This being the case, is it not absurd to suppose that all these people are trying to ruin the business on which they depend? Surely they ought to know what is for the good of their own trade better than firms that handle steel billets or mess pork or dry goods, or even flour and hay for domestic consumption. If there is any presumption in the matter, surely the presumption is on the part of those who state they can manage a business of which they have no knowledge and experience better than those who are actually engaged in it.

"It is sad that under the stress of circumstances the Board of Trade . . . [should] state on the one hand that the movement was begun by some disgruntled exporters, and on the other that the object is to establish a lower grading of grain. As the exporter is on this market the buyer, he naturally must want to get as good a grade as possible. Besides, if the present president of the Board of Trade, or whoever on behalf of the Board of Trade made the above statements, had any knowledge of transactions in the grain trade for the past few years, he would know that the only exporters that can be referred to have been fighting consistently for a more rigid inspection.

"It is further stated that there have been no complaints about New Orleans inspection, whereas the records of the grain committee of the Board of Trade, if they have been kept, would show that many of their meetings during 1900 and 1901 were concerned with complaints from abroad about inspection. It is well known to all exporters of grain, though apparently not to the present Board of Trade, that in 1896-97, on account of the lax in-

here, at a reasonable cost, and this they are determined to have. They do not think this is obtainable under the Board of Trade, where the great majority of the members have interests not only not identical with, but sometimes, as in the case of the Illinois Central Railroad ordinance a short time ago, directly opposed to theirs; and they believe they can secure it under the auspices of the New Orleans Maritime and Merchants' Exchange."

Of this latter body nearly all grain men are members, and on the floor of this Exchange all the purchases and sales of grain are made, while there all the statistical and other information is obtained. On the other hand, no one connected with the Board of Trade is connected with the grain export business and no transactions in export grain take place on its floor, which is even geographically remote from everything connected with the export of grain.

Meantime, the New Orleans Maritime and Merchants' Exchange announces that on July 1 it will establish a grain inspection system, which the grain exporters, with one exception, as noted above, have formally agreed to support and recognize.

It appears that, for the year 1901, the inspection department netted the Board of Trade a profit of about \$10,000, but that for the present year there is thus far a deficit of above \$2,600, or over \$400 a month, which is expected to continue until November, at least. The Maritime Exchange's resolution establishing inspection specifically disclaims the Exchange's liability "for any deficiency in the grain inspection department, which must be so constituted as to be self-supporting."

STREET SCENE IN EL PASO, TEX.

G. T. Burrell, of the well known grain elevator building firm of G. T. Burrell & Co. of Chicago, makes many business pilgrimages throughout the country in the interests of his firm. He is generally so busy that there is no time for picture taking, but at El Paso, Texas, a special artist for the "American Elevator and Grain Trade" succeeded in getting a snapshot, which we reproduce in the accompanying illustration.

The occupants of the buggy are G. T. Burrell and Superintendent F. C. Burrell, who is in charge of



G. T. AND F. C. BURRELL AT EL PASO, TEXAS.

spection during that season, exporters suffered enormous losses; and since then corn can only be sold from New Orleans on rye terms; that is, with a guarantee by the shipper of quality and condition on arrival; and that, since 1899-1900, on account of the unsatisfactory grading of wheat that year, some large British firms will only buy wheat from New Orleans on sample.

"There is nothing, therefore, to fear in the loss of the name of 'Board of Trade' on the inspection certificates. As a matter of fact, sales of grain are made on the New Orleans certificate without any mention of the Board of Trade.

"What those engaged in the business of grain for export want is a strict and uniform inspection, fair to both shipper in the interior and exporter

the J. Rosenbaum Grain Co. transfer elevator which the company is building at that place. Doubtless it is the influence of the warmth of the Texas climate, the land of siestas and enervating breezes, that makes locomotion other than in some sort of vehicle an impossibility, but Mr. Burrell informs us that no one of "quality" ever walks in Texas.

Dr. H. C. McCook, in an article in Harper's Magazine for June, estimates that the chinch bugs caused a loss of \$30,000,000 in the United States in 1871, more than \$100,000,000 in 1874, and \$60,000,000 in 1887—the three most destructive years in the last three decades. The fly weevil, the insect most destructive to stored grain, causes, he says, an annual loss of \$10,000,000 in this country.

ILLINOIS GRAIN DEALERS' ASSOCIATION.

The ninth annual meeting of the Illinois Grain Dealers' Association was held in the famous hall of Dunham Post, G. A. R., at Decatur on June 10 and 11. The first day's session began at 11:00, with President Thos. Costello of Maroa in the chair. Rev. W. H. Penhallegon invited the divine blessing on the deliberations of the Association, after which Robert I. Hunt made an eloquent address of welcome. All history justifies the principle of organization, especially of individuals, into commercial bodies and communities. Indeed, civilization has been preserved to us by commerce and the world's merchants. Even our own pioneers and colonial fathers were no more famous for their piety and love of liberty than for their ability as business men. Decatur's actual and prospective attractions and claims to distinction were then briefly rehearsed, to show that the city had reason to feel proud to have "the stranger within her gates."

W. C. Johns followed with welcome to the hall, wherein was organized the first post of the Grand Army of the Republic—the nucleus from which that great organization grew.

H. S. Grimes of Portsmouth, Ohio, responded to these welcomes by request. He knew Decatur was a swift town; the way the electric car had hurried him at 4:00 o'clock in the morning from the depot to the hotel had given him an inkling of what he had to expect, and one thing after another since had kept up the pace. Although all the nation is reveling in an unexampled prosperity, which reaches down to the very lowest of the people, yet Decatur seems to have had rather more than her share. Her new industries, her million-dollar university, her \$70,000 Carnegie library, her government building show that many, even Uncle Sam, have been kind to her. While, therefore, the city has reason to be proud, yet we feel that Mr. Hunt's welcome is genuinely sincere. It is most heartily appreciated and the grain dealers will undoubtedly take advantage of it in that spirit.

The Old Veterans' Quartet, which had previously sung "Rally Round the Flag," followed Mr. Grimes with the favorite, "Illinois," and then an adjournment was taken to 1:30 p. m., Mr. Pratt having first invited the visitors to call at the Review building to see the new trading room of the Decatur Merchants' Exchange. This is a commodious and handsome room on the ground floor of a new building, which will shortly be equipped with telegraph and telephone offices and the other conveniences of a trading floor.

AFTERNOON SESSION.

The first business of the afternoon, T. P. Baxter being in the chair, was the announcement of the following committees:

On Resolutions—S. S. Tanner, Minier; C. A. Burks, Decatur; Edwin Beggs, Ashland; H. H. Newell, Bloomington; I. P. Rumsey, Chicago; T. P. Baxter, Taylorville.

On Constitution—B. S. Tyler, Decatur; M. J. Hogan, Seneca; F. L. Rehm, Tonica; W. S. Probasco, Bloomington; E. S. Greenleaf, Jacksonville.

The report of Treasurer F. M. Pratt, in summary, was read and adopted, as follows:

Balance on hand June, 1901.....\$ 281.41
Receipts for the year to June 9, 1902..... 5,047.50

Total\$5,328.91
Amount paid out on vouchers..... 4,261.28
Balance on hand..... 1,067.63

Total\$5,328.91

The secretary's report was read, as follows:

SECRETARY'S REPORT.

Gentlemen of the Illinois Grain Dealers' Association: We are now gathered for the ninth time in annual convention, and it is one of the duties of the secretary to inform you fully of the conditions of the Association in every respect. This I will try to do and be as brief as possible.

The affairs of the Association are now in your hands, and will remain with you until the final adjournment of this meeting. Then they will revert back into the hands of your officers for another twelve months. It is now for you to adjust the machinery of the Association and to put it in good running

order. I hope that this may be wisely done, so that the Association may be more effective for good than ever before. The information that you will have to act upon you will receive from this document. Therefore, I hope you will be attentive to the reading of every paragraph. There are many points and questions upon which you should be fully informed.

Membership.—Last year in our Association we had 399 local dealers and 75 commission houses, making a total of 474. Now we have 515 local dealers and 72 commission houses, a total of 587 and a gain of 113. We have lost of our local membership as follows: Sold out, 39; withdrew, 8; died, 5, a total loss of 52.

We have taken in new members as follows: 168 local dealers, 21 commission houses, making a total of 189 new members.

Sixteen commission houses withdrew and seven went out of business.

We took in twenty-one new commission houses. I made no effort to get the commission men in, as there are matters to be settled with the National Association before we make a strong effort in that direction. So our Association now stands, 515 local, 72 commission houses, or 587 total membership.

Our Association now represents about 1,000 elevators. There are quite 400 more elevators in sight that should be in before the next annual meeting.

Finance.—At the beginning of the year we had in the treasury, \$281.41; received from membership fees and dues, \$5,047.50; total receipts, \$5,328.91.

The disbursements were, orders on the treasurer, \$4,261.28, leaving in the treasury \$1,067.63.

The disbursements were as follows:

Traveling men, Walter.....	\$ 365.00
Traveling men, Lloyd.....	1,680.89
Total expenses of traveling men.....	2,045.92
Treasurer's salary.....	100.00
Expense of last annual meeting.....	134.35
Review, office books.....	30.65
Badges for Des Moines meeting.....	24.00
Champaign meeting.....	14.00
President's expense to Chicago.....	15.00
Board meeting.....	30.00
Directory just issued.....	123.76
Secretary's salary.....	900.00
Capitalization tax, National Ass'n.....	436.00
Secretary's expense.....	407.10
Total.....	\$4,261.28

Your financial matters have been managed with about all the prudence and economy that could be used, and it is my opinion that the state can never be handled again for the same amount of money, that is, if the good work is kept in motion. The wheat part of the state has never been organized, and they are anxious to be organized and to come in with us. When we take them in, and get in the dealers in the corn part of the state that should be in, then our expenses cannot be less than \$6,000, but our income will be larger in proportion.

There is another point to be considered. This Association has never had a secretary who filled the office of secretary for what there was in it. Such men as Maston, Baxter and Tyler, who are known to have first-class ability, were none of them hunting a \$900 job for the profit; but the time may come when you will have to pay for the worth of the men the same as some other organizations are doing. So, all in all, I do not see how you can reduce the dues.

Your traveling man is now costing at the rate of \$3,000 a year. He is a first-class man for that purpose and could command all we pay him elsewhere.

There is another matter. Quite early this year, the president of the Association and myself decided to try to save \$1,000 toward a fund of \$5,000 which this Association ought to have. I believe it is good policy to keep the dues up until we have the state thoroughly organized and a fund of at least \$5,000 in reserve. Gentlemen, the Illinois Grain Dealers' Association has come to stay.

The Traveling Representative.—I had no helper to speak of that was any benefit to me or the Association, until the first last November, when Mr. A. W. Lloyd was hired. Since that time Mr. Lloyd has done good work for the Association. With 11,000 miles of railroad, he and I both working, we find it impossible to see you all very often.

The New Directory.—I think you have all received a copy and I hope it will be appreciated. Whether it has or not it has taken an immense amount of labor to get it out. The changes all over the state have been so rapid and numerous that it will not be found exactly correct, and I should suggest that every two or three months a supplement be sent out with any other information the secretary may have for the members.

It will be found that there are names in the book that some will say should have been omitted, and it will also be found that there are some names omitted that others will say should have been in the book. We have tried to put in only reputable grain dealers. Wherever doubts have occurred, we have investigated the matter through reputable dealers in the same vicinity. I assigned the larger part of this work to Mr. Lloyd and agreed with him that he was to have all the glory, and I to take all the kicks.

Local Branches.—We have about eighteen local branches in the state, nearly all of them are doing well, and I might say some are doing splendid. Some locations are much better adapted to these branches than others. Where the dealers are all working on about the same rate of freight, I find these branches are the most prosperous.

Railroads.—In the Association work we have been treated very nicely by nearly all the railroads. The favors they have granted us cannot be expressed in a meeting of this kind, and here let me say, that a very large part of the work done by the secretary and traveling representative is of such a nature that we cannot express it to you who are our employers. One thing more about the railroads; I made a strong effort with both passenger associations for reduced passage to this meeting. They both granted me a 1-1-3 rate, but upon such conditions that I could not comply

with them, and I accepted the rate and asked them to waive the conditions. They have not yet done so.

Arbitration.—Our arbitration committee have done all they have been asked to do this year, but a very large number of cases have been left to the secretary. This comes a little hard on the secretary, with all his other duties; however, with one exception, all the parties have seemed to be satisfied with the decisions I have rendered.

I hope the arbitration committee will be appointed for next year in the near proximity to each other, so they may get together without so much loss of time and money. This would relieve the secretary quite a little, but the worst feature of arbitration that we have to contend with is that we have a few members who, when asked to arbitrate some difference, will lay back and say that they have nothing to arbitrate. This matter is to be discussed in this meeting, and I hope some conclusion will be arrived at as to what shall be done with members who refuse to pay or arbitrate.

The National Association.—At our last annual meeting this Association voted to affiliate with the National Association, and that was all there was done. There was no supplementary action taken by our Association in regard to several points that have a bearing upon the affiliation of the two associations. The National, on its part, has done all it agreed to do or was expected to do, while on our part I have found it quite impossible to do what the National officers have expected us to do. Now, in order to adjust these matters satisfactorily to both parties, both parties should be present when such adjustments are made. The National directors have full power to act on their part; and now, I would suggest that our directors be instructed to meet the National directors will full power to act. Then I believe all little differences can be adjusted. A National Association has become a necessity and it must be of a nature of a head center through which all the state associations can act.

You have all heard of the annual National meeting to be held at Memphis, Tenn., in October. You also heard of or participated in the great meeting last October, at Des Moines, Ia. That was the great event in the lives of many grain men. Well, we hope to make the Memphis meeting as big as the one at Des Moines, and we hope for another thing—an Illinois train of at least ten coaches with a first-class band of music that has tendered its services gratuitously. Many thanks to the National for the pleasure we enjoyed at Des Moines.

Gentlemen of the Association, I thank you for your attention to this report, and for all the courteous treatment I have received at your hands for the past year.

The report of Traveling Representative Lloyd was read, as follows:

TRAVELING REPRESENTATIVE'S REPORT.

I have been notified that it will be necessary for me to report matters pertaining to the Association as seen by the traveling men; but after the report of our secretary, there is very little for me to say.

I have traveled largely over the state, and report having been received and treated with courtesy and kindness by all grain dealers. And right here I want to express to them my high appreciation of the same. I also wish to explain, so that there may be no misunderstanding, that my eyesight is a little defective, and my ability to remember names and faces poor, so that oftentimes I cannot recall the names and faces of persons whom I have met. This is source of much embarrassment and great annoyance to me. I want to ask every one of you to make very liberal allowance for this handicap I am traveling under, and remember, one and all, I am your servant to command at all times, whether I remember your names or not. My only desire and object is to make your business pleasant and prosperous. In fact, I want to be your "Honeysuckle," you are the "Bee." If you can extract any good from my efforts, I want you to do it. In my wanderings I have necessarily met with a great many grain dealers.

I want to report that for business qualifications, and genuine horse sense, they (as a rule) take the cake. There are more level heads and fewer bull heads among them than can be found among the same number of representatives in any other business that I know of. There is a vast difference between a level head and a bull head, as you all know. In former years the bull heads grew and flourished. They were a pestiferous class of stubborn, self-willed, untractable fellows, "long" on fighting qualities and "short" on common sense; and they usually kept things "busy" wherever they were found. They were terrors to their neighbors, and a curse to themselves, and the world would have been better if they had never been in it. I am more than happy to report that this class is becoming extinct at a rapid rate, and in their stead is appearing a class of intelligent, broad-minded, business men, who are not wrapped entirely up in the cold mantle of selfishness, but who recognize the fact that others have rights as well as themselves and are willing to allow the same. The fact is, the narrow-minded dealers of the past are being rapidly weeded out, the standard of intelligence is being elevated, and the average grain dealer of to-day is a man that anyone may feel proud to be classed among.

My work is largely of a peculiar nature which most of you understand. However, I am pleased to report results are quite satisfactory. Good will and friendship now prevail quite generally all over the state, where formerly, under the old way, all was chaos and confusion. Very few men to-day show a disposition to "hog the whole thing," as in former years, but are accepting the doctrine of "Peace on Earth, Good Will to Men," especially grain men, and in so doing they bring peace of conscience and prosperity to themselves and indirectly to their neighbor also. All over the state, in the local meetings, men assemble at frequent intervals to shake hands and discuss their mutual interests. Previous to the organization of these locals, grain dealers stood afar off from each other, continually planning the best way

to scoop their neighbor at the next station out of the grain that should naturally gravitate to him. In fact, every grain dealer's hand was against his neighbor, and it was very much a condition of "dog eat dog."

How changed to-day! They are now beginning to know each other, and as "none know them but to love them," they are friends instead of foes, for there is no room for discussion. The average grain dealer is the best fellow on earth when you know him as he really is, but when in his war paint a "holy fright."

I am pleased to report that on most of the old battling grounds all over the state all are now at peace, and we anticipate no trouble in keeping them so. After a trial of the new way, no one cares to cut loose from it. We have all confidence in the common sense of the members of this Association. Live and let live is the true text. Peace and prosperity are yoke fellows, and go together hand in hand. Let us continue to march forward under their banner. Finally, brethren, I will sum it all up in this thought, to which I am sure you will all agree:

I would rather be the least of those
Who buy the oats and corn,
Than to stand by Angel Gabriel
And blow his mighty horn.

Under the head of reports of committees verbal reports were made by Chairman T. P. Baxter, of the executive committee, that the committee had had practically nothing to do except of a routine nature. The arbitration committee had had one case to settle and had done it successfully.

President Costello, on resuming the gavel, congratulated the Association on its splendid condition. It had on hand plenty of money for its work and lots of men as members. And that reminded him that when the time comes to attend the meeting of the National Association at Memphis, it will take a long train to carry all the Illinois dealers. He said he favored the chartering of a train to take members of the Illinois Association free of expense, the bill being paid by the Association. This may seem a big undertaking, but on second thought it will not appear so. It can be made to yield a profit. It will certainly add from 100 to 200 new members, and the burden of expense will be light. Just what can be done now is uncertain, as the railroads have assured him of only one thing, to wit, that they will not now say just what they will do. But it won't cost much anyhow, and we can all go. One of the best bands in the state has agreed to give its services gratis, if the players' transportation is paid. He asked for an expression of opinion.

S. S. Tanner said if there is a grain dealer in Illinois who is not ready to take hold of that kind of a snap he ought to haul his sign down. He thought it just the right thing to do, and no matter who the officers for next year might be, he thought Mr. Costello should be kept in charge of this affair, as he, of all men, could work it out in the best way. To get the matter before the house, he moved that it be the sense of the Association that the transportation committee be empowered to charter a train as suggested.

B. S. Tyler was in sympathy with the idea, but suggested the form of the motion was indefinite. Where was the train to start from and what route would it take?

Mr. Costello—We had figured that it could start from Chicago; go down through the center of the state and pick up the members at the junction points. The committee would have to make the arrangements to suit the greatest number.

Mr. Tanner and his second amended the motion to cover this suggestion, whereupon the motion was unanimously adopted with great enthusiasm.

The election of officers being the next item of business on the program, Mr. Wylie of Decatur congratulated the Association on the fact that it had never made a mistake in the selection of its officers and never had had one actuated by selfish motives. It was now too late to begin making mistakes, and he, therefore, put in nomination for the office of president, a man of rare qualities for that office, Mr. Harry Knight of Monticello. On motion nominations were closed, and Mr. Knight was unanimously elected president by acclamation.

For vice-president, two nominations were made: Edwin Beggs of Ashland and T. P. Baxter of Taylorville. On a ballot, Mr. Beggs was elected by a narrow majority.

Mr. Tanner said the success of the past is earnest for the future, and, therefore, the Association must hang onto its tried hands. What Secretary

Mowry has done in the past is a guarantee of what he will do, and it is our duty to ourselves to demand that he continue in office for another year; and he, therefore, nominated Mr. Mowry for re-election. Mr. Tyler heartily seconded the nomination.

Mr. Mowry was, therefore, unanimously re-elected by acclamation.

Mr. Mowry said the Association affairs had been brought to such a satisfactory condition that the older men had thought they could retire, but only the presidents, it seemed, were able to do so. He said he had had many official honors in the past, had been the servant even of Uncle Sam, but this re-election was the greatest of them all. He recognized that he was getting old, but he had had the good fortune to succeed able younger men, and had profited by their work. Moreover, he did not feel old, and until he did he was willing to serve the Association as called upon, esteeming the confidence of its members as something time can never obliterate.

On motion, Mr. F. M. Pratt was re-elected treasurer, by acclamation.

Mr. Knight, on being called to the chair, said he deemed it a great honor to be chosen president of this Association. He said the policy of his



PRESIDENT HARRY KNIGHT, MONTICELLO.

predecessor had been broad and liberal, and it had been most effective. He would try to continue on the same lines as nearly as possible.

Mr. Costello added that the Association had been blessed with a directory of broad-gauge men, and he was certain his successor will have the hearty support of every man in the Association.

Nominations were then made for directors, as follows, six to be elected: Wm. E. Kreider, Tonica; Geo. A. De Long, Foosland; J. M. Camp, Bement; E. R. Ulrich Jr., Springfield; H. J. McDonald, Frankfort; J. B. Metzger, Pana; E. S. Greenleaf, Jacksonville; Chas. H. Faith, Warrensburg; T. P. Baxter, Taylorville; P. A. Felter, Eureka; H. H. Newell, Bloomington; Jacob Woolford, Auburn.

Printed ballots were provided, and the vote resulted in the election of the following: T. P. Baxter, E. S. Greenleaf, Geo. A. De Long, J. M. Camp, E. R. Ulrich Jr., and Wm. E. Kreider. [Mr. Kreider and Mr. Woolford were tied, and on casting lots Mr. Kreider was chosen.]

The following paper was read by Secretary Sampson, of Indiana:

THE ADVANTAGES OF BEING AFFILIATED WITH THE GRAIN DEALERS' NATIONAL ASSOCIATION.

In the words of your worthy secretary, with which you are all more familiar than I, the Illinois Grain Dealers' Association started nine years ago with nine members. It now has about 700. In the start it embraced only the southwest and central part of the state. Now it practically covers the entire corn belt. Brother Mowry has, indeed, reason to feel that you have just cause to be congratulated upon this great

growth. It is very gratifying to all who are interested in association work to learn of the desire expressed by the dealers in the wheat territory to organize, and I sincerely trust that you will meet with the same universal success that has predominated in the corn belt. The fact that there are so many of you present here to-day corroborates the statement that all over the state peace, harmony and good will exist, where formerly all was chaos, confusion and discord.

A little more than six years ago, when the grain business in Iowa was in a demoralized condition, and there were from one to three irregular dealers and irresponsible shippers at almost every station where there was any quantity of grain to be handled, some few of the regular dealers with a desire for betterment of conditions located along the line of the Burlington Railroad, seeing the good that was being accomplished by the association work in your great state, started the organization now known as the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri. It was with much difficulty that they completed their organization; and at one time, by vote of their board of directors, which resulted in a tie, they had almost decided to disband, when their present ever-faithful president (D. Hunter) came in with the deciding vote, which resulted in their holding together; and now, through a period of six years, they have succeeded in placing the grain business in that territory on a profitable and legitimate basis. Elevator property has advanced in value 50 to 150 per cent according to the location. In the start, the elevators were small buildings, out of repair, some of them with the roof full of holes and siding dropping off from decay which was caused by not being able to make enough money out of the business to keep the buildings painted. A trip along this same line of railroad now will show you modern elevators, of a capacity averaging 100,000 bushels, in the best of repair and the owners of them with balances in bank to their credit.

The balance of the state of Iowa, seeing the results obtained through the concerted action of this Association, organized April 1, 1900, the Iowa Grain Dealers' Association. Since their organization they have worked together harmoniously with marvelous results, and at this time there is not to exceed five active scoop shovellers in the entire state. Out of 1,350 stations there are less than twenty-five at which chronic troubles exist between dealers to an extent that reasonable margins are not maintained.

Through the workings of these state associations the dealers in the terminal markets realized the advantages of association work and decided to organize the Grain Dealers' National Association, which has been in operation for over six years, having organized on November 9, 1896, in Chicago, with only thirty-eight in attendance. The officers for the first year included for president, Mr. E. S. Greenleaf of Jacksonville, Ill., and Mr. W. H. Chambers of Hepburn, Ia., was elected secretary. From that time until the meeting in Des Moines, October 2, 3 and 4, 1901, the country was flooded with association literature, with the result that sufficient interest was aroused among the members of the trade to bring about the organization of several local and state associations.

The first association work attempted in Indiana in the way of organization was June 27, 1899, when, through the efforts of Chas. S. Clark of Chicago, then secretary of the Grain Dealers' National Association, the Western Indiana Division of the Grain Dealers' National Association was organized at Lafayette, October 18, 1899, at the fourth annual meeting, the Western Ohio and Eastern Indiana Association made its start. The following June another division known as the Eastern Indiana Division of the Grain Dealers' National Association was organized and the dealers brought to their senses. About a year later, or in 1901, the Central Indiana Division of the Grain Dealers' National Association was organized, and the Northeastern Indiana Division was reorganized and given a fresh start. The workings of these associations were in the main identical with the associations previously organized in the other states at the time they were started. It was found that in some instances the territorial lines conflicted so that the dealers bordering on the edges of these lines were in a measure at a disadvantage by being so located. When matters came up which were outside of the vicinity of the organization it was difficult to handle them properly and judiciously in time to protect the interests of the shippers as they should be.

There was no systematic manner for compiling a list of the regular dealers of Indiana and we were constantly being annoyed by scoop-shovel shippers and farmers consigning their grain, which should have gone to those regularly engaged in the grain business. In order to overcome these conditions of affairs, Indiana organized on the eighth day of January, 1902, a state association which is now working in a proper manner toward obtaining the same satisfactory results that her sister states of Illinois, Iowa, Kansas, Nebraska, Oklahoma and Texas have.

The various state associations soon realized the importance of affiliating their membership with that of the National, thereby forming a compact between the receivers, commission firms and bidders in the terminal and central markets and the members of the state associations at the country points. You will readily see the vast influence that would be brought to bear upon all matters of importance to be considered by the national and state associations.

Vast results have been accomplished by this great body, whose interests were mutual, in the correction of the methods at terminal markets, so that the percentages of shortages on shipments have been materially reduced. It is now possible through the confidence that has been established to obtain settlement of differences between shippers and receivers located far apart with gratifying success. By interesting the receivers in association work and enlisting them in the Grain Dealers' National Association it is possible for us, as secretaries of the state organizations, to report to these parties who are not entitled to their consideration and thereby curtail the irregular shippers in the outlet

they have for marketing the grain. Upon recommendation from the state organizations, several of the markets have adopted No. 3 grain as standard and deliverable upon contract, which admits of the country shipper being able to sell a future against the grain he has in store during times of car shortage and thus protect his business. This grain being deliverable upon contract, takes from the option business the speculative feature and makes it legitimate, as long as the dealer confines his operations to the actual amount of grain he has on hand.

Another result of the influence brought to bear by the Grain Dealers' National and affiliated associations is the organization of the Chief Grain Inspectors' Association. This association holds its annual meetings at the same time and place as those of the Grain Dealers' National Association, and next October, in Memphis, samples of grain are to be presented by all the members, with a view to adopting uniform grades acceptable in all markets.

The matter of systematic stealing from cars loaded with grain has been brought to the attention of the railroad officials in Chicago by our efficient secretary, Mr. Geo. A. Stibbens, and these corporations recognizing the power that was behind the throne, have placed watchmen in the yards, arrests have been made, and the cars now come into the terminal elevators with as much grain, providing they are properly coopered and loaded, as they contained when leaving the point of shipment.

In legislation that effects the grain business, we propose to use all of our prestige in order to protect the grain dealers. The Grain Dealers' National Association took action in regard to the resolutions passed at the last annual meeting. It now has memorials in congress in reference to the Corliss bill, and another one referring to improvement in crop reports. Contrary to the wishes of a large majority of its members, congress repealed the bucket-shop tax, but it was stated that the committee reported on this repeal because they did not wish to make an exception to the bill as favored by the lower house.

A bill to prevent interstate telegraph and telephone lines being used to promote gambling has been introduced in the house of representatives, which is receiving the support of all the Commercial Exchanges, Grain Dealers' National and affiliated associations.

The adoption at the last annual meeting of the Grain Dealers' National Association of trade rules, whereby a country shipper can know what is expected of him when he sells grain to the firm in the terminal markets, also what is expected of the buyer, is a most important advantage to the entire grain trade that must not be lost sight of. I think right here is a good opportunity to impress upon the minds of the members of the National Association the importance to them as members of the different exchanges urging the acceptance of the rules, thereby making them official and uniform in all markets. The arbitration rules adopted by the Grain Dealers' National Association and subsequently by the various affiliated associations is another advantage to the members of both associations. The cases adjusted under these rules have given uniform satisfaction, and it has been demonstrated in several instances that arbitration can be enforced.

The last advantage of affiliation that I will mention is that of the Grain Dealers' National Association transferring all of its country members to the respective state organizations, thereby giving them both their influential and financial support, also the various state associations, excepting Illinois, transferring to the National all of their receivers, commission firms, and track buyers, unless they already had a regular membership in the National or had country stations, thereby making a dividing line between the regular and affiliated memberships of both associations. You may ask wherein this is an advantage. First, it is an advantage to have the regular membership of the state associations confined to those who are buying the grain from the first hands and selling it to the terminal buyers, as it allows you to conduct your association from the standpoint of the country shipper. Second, it is to the advantage of the state associations and their members to obtain and maintain the support and co-operation of the regular members of the National, the buyers in the terminal markets, and by making it possible for them to give you this at a minimum cost you will be assured of a larger number of them.

As an illustration of this fact, one of our Indianapolis receivers, when being solicited for membership in the Grain Dealers' National Association, replied that he was a member of the Illinois Association, and that if he joined the National it would cost him double the amount of money per year, which he could not afford. He said, "I think the National is the proper place to belong, but as I can afford but one, and should I join the National and drop my membership in the Illinois Association, lots of my customers out there would drop me."

Several of our Indiana members have inquired if this party was a member of the National, and being informed in the negative, replied that they didn't particularly care about selling him any more stuff unless he placed himself in a position where arbitration could be enforced, should it become necessary. Consequently, my Illinois brethren, you see that the stand you have taken is reflecting to the discredit to one of your tradesmen, and possibly a warm friend to some of you.

Therefore, in conclusion, I would urgently suggest that you instruct your officers and board of directors that you elect at this convention, to meet the board of directors of the Grain Dealers' National Association at as early a date as possible and adjust the matter. We are all organized to mutually help each other, and by acting upon my suggestion you, who have the destination of being the oldest state grain dealers' association and are strong both in membership and financially, can assist us, who are the youngest state organization, and have lots of room to grow in the above named channels.

Chas. S. Clark followed with a talk on what the various associations are doing.

Coming to the topic, "Terminal Weights and How to Improve Them," Mr. W. B. Harrison of St. Louis was introduced to represent Mr. Graham, to whom the topic had been assigned. Mr. Harrison said he thought it curious that St. Louis had to give an account of herself wherever this subject was brought forward. Yet St. Louis had no apology to make, while as for answering the question, how to improve weights, he suggested that grain be consigned to a regular elevator. It would then have the attention of reliable receivers, the cars would be watched and protected from thieves in the yards and from inspectors who left the doors in bad condition. Within the past year the St. Louis Merchants' Exchange has undertaken to end complaints at that market. In East St. Louis we have put a watchman to follow up the inspectors and reclose the doors and to patrol the yards. But we are also at work on permanent conditions. We don't apologize for the past, for shippers have gotten as fair returns in the past from St. Louis as they have from any market. I know our weights have been as good as those in Chicago. So I know shippers can now get good results at St. Louis if they start their grain right, in sound and carefully weighed and loaded cars. The weighing department is now under the control of the Exchange, and the committee of which I am a member has been authorized to employ expert weighers, and we have obtained three such men at Chicago to superintend our system. In addition the Exchange has set apart a fund of \$10,000 to guarantee its permanence. We have now twelve men at work in our elevators. Some East St. Louis elevators do not admit our men, and we learn that in Illinois the public officials have interfered with our plans, the governor and the railroad and warehouse commission proposing to put in state officials as weighers very soon. We protest against this, and we shall ask you to adopt a resolution condemning this proposal and to cooperate with us in perfecting the system inaugurated by the Merchants' Exchange.

H. A. Foss, Chicago: St. Louis doesn't need, apparently, anyone to blow her horn for her, but all the same this Association should help her out. And in this connection, I think, if you will call on him, Secretary Stibbens will be able to tell the Association something of interest along this line.

Secretary Stibbens being called on, said he had been investigating the matter of terminal weights, and on May 1 last, began a systematic examination of the way grain inspectors mutilate doors and cause losses of grain. He put his statements in the form of letters to the railroad and warehouse commissioners, as follows:

Chicago, Ill., May 17, 1902.

Mr. William Kilpatrick,
Secretary Railroad and Warehouse Commission,
Springfield, Ill.

Dear Sir:—We wish to call the attention of your department to the mutilation of grain doors by the track inspectors of the Chicago Inspection Department.

May 7, 1902, I personally visited Morton Park yards, owned by the Chicago, Burlington & Quincy Railway, and saw the inspector's helper stand on the ground and knock off boards nailed over grain doors, and the boards were not replaced, consequently cars were left in a leaky condition and the grain would leak from the cars continually when in motion, and these cars were to be delivered to elevators and other roads, and would travel for miles in this condition. Mr. Keefe inspects the grain in Morton Park yards, and his helper, who works under his instructions, is excessively vicious in mutilating grain doors.

Car No. 29763, C., B. & Q., loaded with white corn, and car No. 11141, C., B. & Q., loaded with yellow corn, had boards knocked off by Mr. Keefe's helper while I was in these yards; but I found there was no occasion for doing so, as the doors in these particular cars were no higher than the grain doors in other cars, and the inspector had no trouble in getting into the cars where no boards were knocked off.

On May 8 I was in the C., M. & St. P. yard. Mr. Ulrich is track inspector in this yard, and his helper knocked off boards nailed over grain doors from following cars: No. 21090, C., M. & St. P.; No. 76586, C., M. & St. P.; No. 8966, Grand Trunk; No. 54440, C., M. & St. P.; No. 7658, C., M. & St. P.; No. 37918, C., M. & St. P.; No. 61214, C., M. & St. P., and none of the boards were replaced and all of the above cars were left in a leaking condition. Car No. 48080, C., M. & St. P., was boarded up so high that it was impossible for the inspector to get into the car, and a hole was knocked into the door about 24 inches long and 20 inches wide, and a large amount of grain would be lost from this car before it could be delivered to elevator. Mr. Ulrich seems to have

no regard for the owners of the grain or how much loss they incur. I infer from the investigation in the Burlington and Milwaukee yards that same conditions exist in other inspection yards in this city.

I inclose photographs of two cars, showing how grain doors are mutilated by the Chicago Inspection Department. Car No. 57930, C. & N. W., shown in photograph, was inspected by Mr. Harrison; Car 31741, shown in photograph, was inspected by Mr. Keefe.

We trust your department will take prompt action in having this matter remedied, as shippers are annually losing thousands of bushels of grain on account of extreme carelessness of Chicago inspectors.

Kindly advise me what steps your department will take to correct this evil, so we will know what to expect in the future.

Yours truly,
GEORGE A. STIBBENS,
Secretary.

[Mr. Kilpatrick replied that he had referred this matter to Commissioner A. L. French.]

Mr. French replied, saying that he had referred the matter to Mr. Bidwell, and said:

"Mr. Bidwell informs me that his inspectors report that in every instance where it has become necessary for them to remove the boards in the manner before stated, they have, after completing their work, replaced the boards as best they could to prevent any leakage from cars.

"In the matter of photographs inclosed in your letter, I would suggest that it is barely possible that these photographs may have been taken between the time of the removal of the boards and the time of the inspector's return to replace them.

"I assure you that there is no disposition on the part of anyone in this department to leave cars in such shape as will incur a loss on any one, and this department will not countenance for a moment any such action upon the part of its employees."

Chicago, Ill., June 6, 1902.

Mr. A. L. French, City.

Dear Sir:—I beg to acknowledge receipt of your favor of the 5th, and in reply will say that, if necessary, I can prove every statement made in my letter of May 17th, to Mr. Kilpatrick.

I note that Mr. Bidwell informed you that his inspectors report that in every instance where it becomes necessary for them to remove the boards for the purpose of inspecting the grain, they have, after completing their work, replaced the boards as best they could to prevent any leakage from cars. For your information, I will state that Mr. Bidwell's information is incorrect, as I personally witnessed the opening, knocking off of boards from over grain doors, inspection and the closing of doors and resealing of same in Morton Park yard, owned by the C., B. & Q. Ry. Co. The boards that were knocked off from over grain doors in cars No. 29763, C., B. & Q., and No. 11141, C., B. & Q., was done without the inspector's helper ascertaining the fact whether it was necessary to do so or not, as he did not get into the cars but simply stood on the ground with an iron bar and knocked the top boards off, and the doors were no higher in these two particular cars than they were in a number of other cars that were inspected without knocking off any boards.

As I stated before, Mr. Keefe's helper is excessively vicious in mutilating grain doors, and country shippers are losing thousands of dollars annually on account of the carelessness of the inspectors.

On May 8th, I personally visited C., M. & St. P. yard, between Western and California avenues, and found that Mr. Ulrich permitted his helper to mutilate grain doors, as was done in the Burlington yards. The boards in this yard that were knocked off were thrown upon the ground, and I personally saw an employee of the railroad company gather the boards up and carry them away; consequently, they could not be replaced.

The photographs of cars sent you on May 17th were taken after the cars had left the inspection yard. On May 5th, I examined car No. 19276, C., M. & St. P., which had been delivered to the Calumet Grain & Elevator Company, and this car contained oats and was leaking over top of door, as a board had been knocked off and left lying on the top of the grain in the car; but, I found that the inspector would have had no difficulty in inspecting the grain if the board had not been knocked off. This car had traveled twenty miles or more in this condition after it had been inspected in order to be delivered at the above elevator.

As it is very evident, from what you say, that you have no rules governing your inspectors, I would suggest that your department adopt rigid rules holding track inspectors responsible for the mutilation of grain doors.

In my judgment, when inspectors find a car of grain loaded too full for inspection without being compelled to knock off boards, a notation should be made on the car, "Too full for inspection," then the car should be inspected when delivered to the elevator, and no leakage would occur. The past careless system practiced by the Chicago track inspectors should be stopped at once, as it is an outrage perpetrated upon the owners of the grain.

We urgently request your department to formulate a set of rules for the government of the Chicago Inspection Department whereby each track inspector will be held strictly accountable for the unnecessary mutilation of grain doors.

I would be pleased to have you advise me at once what will be done to remedy the matters complained of by this organization, as the Grain Dealers of Illinois hold their annual meeting at Decatur, June 10 and 11, and if your department will not give the shippers of grain necessary protection, I will be forced to place the matter before the grain dealers of this state on the above named date.

Very respectfully,
GEORGE A. STIBBENS,
Secretary.

Mr. Stibbens thought it would be in order for this Association to adopt resolutions concerning

this matter. He also advised protesting against the attempt to put politicians in charge of the elevator scales at East St. Louis.

Inspector Bidwill of Chicago said that when his attention was called to the facts presented by the letters read by Mr. Stibbens, he called in his inspectors and warned them that such practices would not be tolerated. He had also prepared a new set of rules governing inspectors, in which this matter is especially touched upon, and he assured the Association that there would be no further complaints on that score. In his own time as a track inspector, he was required to replace the doors, and this duty will be covered by the new rules of his office, nearly ready.

Mr. Stibbens said he had treated this matter from an impersonal standpoint. His personal relations with Mr. Bidwill are and always have been cordially and he had a high personal regard for the inspector.

Mr. Mowry said he had found Mr. Bidwill ready to do anything for the betterment of his service that had been suggested to him.

The subject of arbitration and adjustment of differences was briefly spoken on by Mr. W. H. Sufferin of Decatur. He said in substance: Arbitration as a means of settling differences is growing in favor among nations, firms and individuals. It is a scientific method and an economical one. The arbitrators should be fair-minded men, unprejudiced, have a knowledge of trade customs and technicalities and of the law. Such a body of men is far more qualified than a petit jury to try any technical case. J. P. juries are notoriously "pick-ups," ignorant alike of the law and of trade rules and customs. Even petit juries of courts of record are not chosen because of their intelligence. A competent board of three or five arbitrators is competent to settle all disputes among business men.

It is difficult for a stranger to get justice in a court in a foreign county. The firm to which I belong had a case in a foreign county, which the man refused to arbitrate and we began suit in a J. P. court. After going back and forth several times on days set for the trial, we had finally to excuse five men because they swore they would not find a verdict against their friend. We lost in the J. P. court and also in the Circuit Court and had to go to the Appellate Court, which reversed and remanded the case. On second trial we demanded a change of venue, and after two applications got it. This method of collecting a bill of \$65 has cost us over \$125 and the defendant over \$200. All of this could have been saved by an arbitration. But the case is not yet settled. We mean to collect that \$65, however, no matter what it costs, but the suit creates ill will which could have been avoided. We favor arbitration, and believe it should be a rule of this Association.

There is a difference in men. Some are stubborn and will not acknowledge themselves mistaken or wrong. Others are intentionally dishonest. But the greater number of cases arise from ignorance of the law or of trading rules. I feel that the Association should compel arbitration between its members. We, as receivers, cannot afford to go out and fight to collect these small differences, but we, as a firm, will fight them, and hope to at least play even; for while the losses are in most cases individually too small to struggle for, in the aggregate they are much too great to lose, and for that reason shippers and receivers also should be compelled to arbitrate or lose membership in this Association. All refusals to arbitrate should be published and shippers should refuse to deal with receivers who will not arbitrate. Retaliations which we have sometimes practiced is bad policy, and for our parts we would rather not have any business relations with a man who refuses to arbitrate.

Secretary Sampson of Indiana gave the history of a case which had been referred to him by Secretary Stibbens, of the National Association, on the supposition that all the parties were members of the Indiana association. The controversy was over a matter of 3 cents a bushel on three cars of oats sent to an Indiana miller. The mill had refused

to arbitrate, but after a long and most exasperating correspondence with the offender, covering several weeks' time, and including many broken pledges given from time to time by the mill, the latter party at last, under threat of the penalties prescribed by the Indiana Association, for such refusal to arbitrate, although not members of the Association, did finally sign a contract to arbitrate and to abide by the arbitration—a signal triumph of the principle, Mr. Sampson considers it, as it certainly is.

A few minutes were given to crop conditions. The testimony of the several speakers was that all crops in Central Illinois are in a perfect condition. There is some difference as to the quantity of old corn on hand, but several estimated it at 30 to 35 per cent of last year's crop. It comes to market only when the station can pay 60 cents or better. Mr. Costello reported one stock feeder, who had planted sweet corn and 90-day corn which he expected to begin feeding in July.

At 5:25 p. m. an adjournment was had to attend the banquet prepared by the Dorcas Society at Turner Park.

WEDNESDAY, JUNE 11—MORNING.

The second day's session was called to order at 10 o'clock in the morning, and in the absence of President Warren of the Chicago Board, who was scheduled for an address, S. H. Greeley was called upon to represent Chicago. He said he hardly felt it proper to pose as a substitute for Mr. Warren, in view of the latter's abilities and position. He would, however, make a few general suggestions. He believed that a body of this kind, representing 700 or more important business men, might exert a greater influence than it perhaps does on the public affairs of the state, especially on state legislation. While it is hard to get men to break away from their political affiliations, yet the time has come when it is necessary to so do in order to elect legislators who will pay more attention to the public business than they do to their private "grafts." Acting independently of politics this Association has endeavored in the past to influence legislation at Springfield and failed. It should now hang together as a brotherhood to enforce its wishes by taking combined action politically. Mr. Greeley holds there are three great business questions before the country to-day, (1) the adoption of the initiative and referendum; (2) acquisition by the government of the transportation lines; and (3) the inauguration of a scientific system of honest taxation; to the discussion of which questions he devoted a few minutes, speaking forcibly and interestingly.

The topic, "The Grain Trade on Both Sides of the Mississippi," was spoken to briefly by H. R. Whitmore, statistician of the St. Louis Merchants' Exchange. He suggested that St. Louis and East St. Louis ought to be put, as to inspection, on the same basis, as all the grain received by both markets is sold on the floor of the Merchants' Exchange. He did not, however, make any suggestion as to how that can be done. It is important, however—especially so, considering, as he pointed out, that St. Louis is the second grain market in the Mississippi Valley and that the Merchants' Exchange is doing everything possible to make the market as attractive to shippers as possible.

J. F. Curcier, of Small & Co., Evansville, Ind., was called on. He said that although only 28 years of age he had been in the grain business for seventeen years. Yet this was his first visit to a grain dealers' association meeting. He liked the idea immensely, and saw in association work possibilities of great material benefits to the trade generally. As a representative of Evansville, he pointed out that that city is a natural gateway to the South and Southeast, and that already, in proportion to the capital invested, it does a larger grain business than any Ohio River gateway.

Mutual Insurance was the next topic taken up. Mr. T. B. Baxter of Taylorville was introduced. He said that mutual insurance for grain dealers had often been proposed, but only of late have the rates of regular insurance companies become so high as to make the subject a pressing one. In some of the

states the grain dealers have already taken up the subject for investigation and are working together with a view to getting lower rates. The idea of a Grain Dealers' National Mutual Insurance Association is now proposed, and Mr. H. S. Grimes of Portsmouth, Ohio, president of the Ohio Grain Dealers' Mutual Fire Insurance Association, came to the meeting yesterday for the express purpose of presenting this subject to you in the light of their experience in Ohio. Unfortunately no opportunity was given him to address you on that subject yesterday and this morning he found it necessary to leave the city. He said, however, to the speaker that the Ohio Association has secured over \$200,000 of business in about six months; that Ohio dealers like the mutual plan; that they feel certain they will succeed in that state, but they realize that they are small in numbers at least, and they hope to have the system extended on national lines. Mr. Grimes would, if he had spoken to you on this matter, have asked you to appoint a committee to confer with similar committees from other state associations and the National Association with a view to forming a national mutual fire insurance association. The Ohio Association is willing to turn its business over to a new national association should one be organized.

The firm Mr. Baxter represents has been using the Millers' National Insurance Company for many years, he said, and they are well satisfied with it. And knowing how well that company has succeeded, Mr. Baxter said he feels that a grain dealers' company on the same lines, as to territory and methods, could succeed also. The millers' company does not need the business of the elevators, and, in fact, there are not enough millers' mutuals to go round to give the elevators the protection they need.

Secretary Sampson of Indiana said that the subject of mutual insurance had been investigated in part by a committee of his association and continued by himself in behalf of his association, and that he would make a report to his association on June 25 that the formation of a mutual fire insurance company confined to state lines and to a given grain dealers' association is impracticable. Insurance and the grain business are separate and distinct interests, and must be worked on wholly independent lines. He was convinced, however, from his investigations, that a mutual fire insurance association on national lines is entirely practicable and feasible; and he thought it would be desirable for the Association to appoint a committee to investigate and report.

Secretary Stebbins thought it would be desirable to have a committee appointed to investigate. He said that in case a national company was organized, it would of course be entirely separated from the Grain Dealers' National Association.

Mr. Costello thought President Knight might appoint a committee to take up the subject with the underwriters. The old companies don't seem to discriminate between risks as they might. This committee might also report on the feasibility of mutual insurance applied to grain dealers.

Mr. Baxter moved the appointment of a committee as suggested.

Mr. Tyler thought the committee ought to report at or before the meeting of the National Association at Memphis. He thought grain dealers would be better off without the mutual scheme if they can get along without it; and he believed concerted action by dealers could bring to bear on the regular companies enough pressure to make a new mutual company unnecessary.

Mr. Sampson did not agree. He thought approaching the underwriters at all would be bad policy and have a tendency to advance rates still further rather than to reduce them. A national company can be organized, he said, under the laws of Iowa, and he believed one would succeed.

Mr. Baxter's motion was adopted.

S. S. Tanner, on behalf of the Committee on Resolutions, reported the following, which were adopted:

Whereas, The citizens of Decatur have extended to the members of the Illinois Grain Dealers' Association a most royal welcome to their city, and the members of Dunham Post No. 141 have tendered us the use of

their hall as a meeting place and have assisted us with music; and.

Whereas, The Dorcas Society, whose sole object is charity, made our banquet a pleasure and success; therefore be it

Resolved, That we extend to the citizens of Decatur, the G. A. R. Post and the Dorcas Society our most sincere thanks.

Whereas, The Silent Reaper, Death, has removed from our numbers the following members during the past year: W. B. Probasco, Paul Smith, Jas. P. Smith, Morris Rosenbaum, E. F. Norton, John Spellman, H. D. Winans and B. F. Walter; therefore be it

Resolved, That this Association deplores the loss of their wise counsel and assistance and extends to their bereaved families our sincere sympathy.

Whereas, The attention of the Illinois Grain Dealers' Association has been called to the vicious practice of the State Grain Inspection Department of Chicago in the mutilation of grain doors, thereby causing the loss to the grain shippers of this state of thousands of bushels of grain annually; therefore, be it

Resolved, By the Illinois Grain Dealers' Association in convention assembled, that they call the attention of the Illinois Railroad and Warehouse Commission to this fact with a view of having them adopt rigid rules holding the track inspection department accountable for the injury and loss caused by the present practice of this department.

Whereas, The grain dealers of the state of Illinois, also the sister associations of the states of Missouri, Iowa, Nebraska, Kansas and Oklahoma, both individually and in conventions in the past, have exerted themselves most strenuously in an effort to secure such a system of weighing at St. Louis and East St. Louis as would properly safeguard the interests of all shippers to those markets; and

Whereas, As a result of such efforts on the part of the grain dealers of the above named associations, the Merchants' Exchange of St. Louis have undertaken to inaugurate, and, as a matter of fact, have already installed, a system of supervising all of the weighing of grain at those points by regular sworn and salaried experts supervising, and thereby assuring the success of the plan we have so long worked for; therefore be it

Resolved, That the Grain Dealers' Association of Illinois, in convention assembled, do heartily approve and indorse the proceedings of the Merchants' Exchange of St. Louis, and most earnestly protest against any action on the part of any person or persons whatsoever that would retard or embarrass the present plans and arrangements of the said Merchants' Exchange; and be it further

Resolved, That our State Board of Railroad and Warehouse Commissioners be earnestly requested by this convention to support the said efforts of the Merchants' Exchange of St. Louis by refraining from any action tending to establish state weighing in the city of East St. Louis, at least until the plans of the Merchants' Exchange have been fully tested and found wanting.

Whereas, We have noticed the continued and persistent efforts on the part of the Chicago Board of Trade to disrupt and eradicate from our commercial life that pernicious, dangerous, illegal system, known as bucket shops; and

Whereas, We realize the importance to values of grain in well established and honestly conducted markets, as opposed to a bucket-shop system which is operating against the law, in opposition to public policy, and in its indirect influence detrimental to all legitimate commercial welfare; therefore be it

Resolved, That we commend the Board of Trade in its determined work, and stand ready to offer it our efforts and encouragement in maintaining our state laws in this movement, and in convention assembled we extend to President Warren our sincere appreciation of his good work in this bucket-shop crusade.

Recognizing the importance of a thoroughly honest inspection as one of the fundamental factors in our commercial relations, both locally and in foreign markets, it has always been the effort of this Association to encourage and maintain fairness and honesty in the grading of grain; and

Whereas, The Chicago Board of Trade has seen fit to incorporate in its rules a disapproval of sulphured grain as deliverable on contracts, unless mutually agreed between parties to such contracts; therefore be it

Resolved, That we approve such a course by that Board, and consider that in such action it has established a precedent which should be universally adopted by all the grain exchanges of our country.

Whereas, Great labor and expense have been devoted by this Association in obtaining a correct list of all regular grain dealers and shippers in the state of Illinois; therefore be it

Resolved, That this published list shall be the official guide and recognized as such by the Illinois Grain Dealers' Association.

The meeting then adjourned until 1:30 p. m.

WEDNESDAY AFTERNOON SESSION.

President Knight, on being called upon to preside over the meeting, made but a brief inaugural. He regretted he was not a speaker, so that he might express his sense of the honor conferred upon him. With the administration of his predecessors in mind, he could promise impartiality and an endeavor to maintain the high standard of the past.

E. H. Culver of Toledo being called on, said he considered it a great honor to be the first to address the new president. He spoke for Toledo, calling attention to the new inspection rule in force and effect on June 1, 1902. He added that by October 1 the rules formulated by the Chief Inspectors' National Association will be ready. As to Toledo weights, I have the authority of the president of the Toledo Produce Exchange to say that the official representatives of any body of grain shippers not satisfied with Toledo weights are at liberty to come to Toledo and take charge of the weighing, and they will be given full power to do so. Nothing has been left undone to make the Toledo weighing system perfect on mechanism and in employes, and besides that we have employed detectives to capture grain thieves in the yards and have convicted forty-five of them.

As to Toledo inspection, we have had no trouble except as to No. 3 white corn, but I am willing to submit the samples to any committee and am sure they will correspond with my grading.

Traveling Representative Lloyd, who went to Toledo, agreed that everything looked perfect. He thought, however, that the weighmen had too much to do, and, in fact, he detected one of them in an error almost immediately after he had said errors were "impossible."

Mr. Culver said that since Mr. Lloyd's visit to Toledo his office had been given more help and Toledo has the best scalemen that can be hired and enough of them.

On motion of Secretary Mowry the board of directors of the Association were instructed to meet with the directors of the Grain Dealers' National Association, with power to act to adjust all existing differences between the two associations.

On motion of T. P. Baxter the officers of this Association were instructed to interview the Governor and the Railroad and Warehouse Commissioners and request them not to establish any state weighing system at East St. Louis, at least not until the weighing system of the St. Louis Merchants' Exchange shall have been fully tried.

E. R. Ulrich, Jr., Springfield, moved that the Association request the railroads entering Toledo, St. Louis, Chicago and the other larger markets of the country to give the matter of protecting cars of grain while on the side tracks or in the yard of the different roads while in transit more careful protection.

J. H. Camp of Bement, on the subject of shortages, said that on a shipment of a car containing 60,000 pounds of grain to Toledo he had had a shortage of 187 bushels; on a car containing 52,000 pounds to St. Louis, a shortage of 246.22 pounds; and on a car containing 59,000 pounds to Decatur, a shortage of 13.38 pounds.

After discussion the motion of Mr. Ulrich was put and carried.

Mr. Tyler read the report of the Committee on Constitution. It was adopted, as follows:

Your committee on constitution would recommend the following changes in the constitution:

In Section 3 of Article 3, strike out "Settlement Committee" and substitute "Legislative Committee."

Change Article 5 to read: "First Tuesday in June of each year, instead of second Tuesday in June of each year."

Strike out Sec. 5 of Art. 6.

In Art. 9, strike out "Settlement Committee and substitute "Executive Committee."

Add a section to Article 3 to read: "The secretary shall have the power to appoint an assistant, who shall be confirmed by the board of directors; and the compensation for the assistant secretary shall be fixed by the board of directors."

Add a section to Article 6, to read: "It shall be the duty of the legislative committee to secure the enactment of such laws as shall be of benefit to the general grain trade and grain producers of this country, and the defeat of any legislation detrimental to their interests."

Add to Article 8 the words, "payable in advance on or before the 30th day of June of each year."

The meeting then adjourned sine die.

THE BANQUET.

The regular annual banquet of the Association was held at the hall in Turner Park at 7 o'clock p. m. The entire attendance at the meeting at G. A. R. hall was present, the board being graced by the presence of a number of ladies at the speakers' table on the platform. The ladies of the Dorcas Society served one of their characteristic spreads, which was both toothsome and overwhelmingly abundant. When the cigars were passed Toastmaster J. W. Radford of Chicago began the literary program by a brief allusion to the agricultural greatness of Illinois. The responses to toasts were as follows:

"Our Country, May She Ever as Now be the Light of the World," S. S. Tanner of Minier.

"Our Business to Feed the World," E. H. Culver of Toledo.

"What Will St. Louis Be in 1904?" H. R. Whitmore of St. Louis.

"Board of Trade vs. Bucket Shops," B. Z. Taylor of Decatur.

"Leave it, Come Seven Eleven," B. S. Tyler of Decatur.

Messrs. S. H. Grimes of Portsmouth, O., Rev. Penhallyon of Decatur and S. H. Greeley on request also made short characteristic speeches.

After the speaking had been concluded, the guests adjourned to the lawn, where there was music and social visitation.

CONVENTION NOTES.

How did you feel the next morning after the day before?

J. W. Radford as toastmaster made a killing. He'll be in demand hereafter.

C. Knox of Reynolds Bros., Toledo, made his usual distribution of calendars.

Only one railroad man was there—E. M. Davis, traveling freight agent "Clover Leaf Route."

A great many excused themselves from the afternoon sessions to take in their great aunt's funeral at the ball game.

Indianapolis, Ind., sent Bert A. Boyd of F. M. Murphy & Co., and Evansville John F. Curcier of W. H. Small & Co.

Even after what Secretary Mowry said, the dealers of Illinois refuse to believe that he isn't just as young as he used to be.

Cincinnati and Peoria sent one delegate each—Charles S. Maguire of C. S. Maguire & Co. and Louis Mueller of T. A. Grier & Co.

C. A. Burks of Burks Grain & Elevator Co., Decatur, distributed among the dealers neat leather card cases and souvenir lead pencils.

Mrs. Sampson accompanied Secretary Sampson from Indiana and made many friends among those who were so fortunate as to meet her.

F. B. Gallagher, representing Parker & McIntyre, was present from New York City, and H. E. Parsons of Parsons & Edwards attended from Philadelphia.

The two big chief grain inspectors were there—Joe Bidwill of Chicago and Ed. Culver of Toledo, and Chief Weighmaster Foss, who brought a pair of his largest scales along, said there was no shortage in either over last year.

A very useful souvenir article was given out by H. I. Baldwin of Decatur. It consisted of a strongly made elevator brush, with the name H. I. Baldwin & Co. stamped with their ear of corn trademark on the back of it.

Those from Decatur were: B. S. Tyler, T. A. Bone, S. F. French, J. H. Hunt, J. A. Roney, C. W. Cooper, C. A. Burks, W. L. Dumont, W. H. Suffern, H. I. Baldwin, B. Z. Taylor, F. M. Pratt, H. H. Randolph, Newton Davis, Arthur L. Dumont.

Other associations were represented as follows: Grain Dealers' National Association by Secretary George A. Stibbens, Chicago; Ohio Grain Dealers' Association by President H. S. Grimes, Portsmouth; Indiana Grain Dealers' Association by Secretary S. B. Sampson of Indianapolis.

Toledo firms and representatives included J. F. Zahm & Co., by Fred W. Jaeger; C. A. King & Co., by John C. Keller; the Paddock-Hodge Co., by James Hodge; W. A. Rundell & Co., by H. S. Radatz; Reynolds Bros., by C. Knox; the Toledo Field Seed Co., by R. L. Burge; E. H. Culver, chief grain inspector.

The St. Louis delegation consisted of T. P. Baxter of Parrott-Baxter Grain Co.; James A. Connor of Connor Bros. & Co.; John Mullally and Martin J. Mullally of John Mullally Commission Co.; R. Waggoner, representing Brinson-Judd Grain Co.; W. B. Harrison of W. B. Harrison & Co.; F. P. McClellan of Eaton, McClellan & Co.; S. T. Marshall, representing G. L. Graham & Co.; W. K. Ewing, representing Merton & Co.; R. S. Young, repre-

sending Funston Bros. & Co.; W. J. Rae, representing John E. Hall Commission Co.; W. W. Powell, representing Sheary-Bacon Grain Co.; J. L. Wright of J. L. Wright Grain Co.; James Parrott; H. R. Whitmore, assistant secretary Merchants' Exchange.

A display of grain elevator buckets was made by the Cleveland Elevator Bucket Co. The Ideal Car Loader Company of Allenville had on exhibition one of their car loaders in a neighboring room, while the Hall Distributor Co. of Omaha, Neb., showed a model, in the convention hall, of the Hall Automatic Overflow Signaling Grain Distributor.

The present meeting witnessed a larger attendance than usual of machinery men. There were present Fred Friedline, representing the Weller Mfg. Co., Chicago; William L. Milligan, representing the Marseilles Mfg. Co. of Marseilles, Ill.; J. R. Martin and P. O'Bryant of Ideal Car Loader Co. of Allenville, Ill.; Charles G. Smith, representing the Cleveland Elevator Bucket Company of Cleveland, Ohio; W. E. Nutt, representing the Hall Distributor Co. of Omaha, Neb.

Chicago came out in force. Among the firms represented were: Pope & Eckhardt Co., by J. W. Radford; L. H. Manson & Co., by W. M. Christie; George H. Phillips, by J. S. Wiley; Ware & Leland, by G. W. Ehle; Sam Finney, with Churchill & Co., by Sam Finney and J. M. Maguire; E. W. Wagner by W. M. Hirschy; Van Ness & Wilson by L. B. Wilson; Rosenbaum Bros. by G. F. Kersten; the Calumet Grain & Elevator Co. by George B. Dewey; Rumsey & Company by F. M. Bunch; W. R. Mumford Company by J. A. FitzSimmons; Weare Commission Company by J. H. Moberly and B. Z. Taylor; E. W. Bailey by A. E. Wood; H. Hemmelgarn & Co. by O. C. White; Keith & Co. by J. B. Wayman; A. C. Curry & Co. by H. L. Miller; Wright & Taylor by S. S. Driver; Irwin, Green & Co. by Frank A. Maurer; Warner & Wilbur by S. H. Warner; Merrill & Lyon by John F. Howard; Carlington, Patten & Co. by H. W. Hudson; Karrick, Gray & Williams by Harvey S. Williams; Scribner, Creighton & Co. by James Hayde; W. A. Fraser & Co. by J. H. Donnelly; Great Western Cereal Co. by J. A. McKenzie; I. N. Ash & Co. by F. Cheatle; Baker & Traxler by F. M. Baker; Finley, Barrell & Co. by David A. Noyes; Hulburd, Warren & Co. by H. F. Dousman; Pratt & Buckley by H. M. Bragg and W. G. Husband; H. H. Carr & Co. by E. C. Bergfield; Charles Counselman & Co. by R. C. Baldwin; S. H. Greeley; Bartlett, Frazier & Co. by C. G. Case.

The following dealers attended:

T. L. Bone, Bethany; J. O. Woolford, Galton; R. O. Harris, Arcola; Jno. A. Wesch, Arcola; S. E. Bear, Beardsdale; Walker, Boulware & Co., Foosland; Geo. A. De Long, Foosland; J. F. Van Gurdy, Macon; J. C. Hight, Dalton City; J. D. Bowen, Douglas; J. M. Greene, Wapello; Harry Allen, Allerton; John Sipp, Bourbon; T. D. Hanson, Village Grove; A. C. Amsler, Long View; John H. Doyle, Long View; H. H. Newell, Bloomington; J. P. Claskey, Portsmouth, Ohio; I. F. Rache, —; Wm. Noble, Foosland; Geo. D. Laing, Dixon; B. S. Williams, Sheffield; Wm. Busby, Minier; J. W. Probasco, Bloomington; F. Fuson, Pierson; R. J. Railsback, Hopedale; S. S. Tanner, Minier; J. F. Cooley, Kenney; E. Roberts, Morton; Wm. Moschel, Morton; B. F. Tucker, Morton; F. M. Hubbard, Macon City; G. C. McFadden, Havana; Geo. Everett, Teheran; D. H. Clandon, Meadows; R. S. Nelson, Jacksonville; C. H. Adams, Harvel; M. A. Huskey, Oakley; J. H. Eversole, Sublette; A. D. Kaga, Fillson; D. W. Moore, Niantic; C. Cuppy, Kenk; J. H. Wilson, Allerton; W. E. Foster, Hindsboro; C. F. Evans, Waynesville; C. W. Murphy, Atlanta; R. T. Barton, Jamaica; H. W. Riley, Tolona; O. C. Benson, Fairmount; H. E. Parsons, Philo; L. Hutchinson, Sibley; E. M. Wayne, Delavan; W. J. Culbertson, Delavan; Chas. H. Ripley, Chestnut; Wm. Lyons, Cerro Gordo; G. W. Hay, Milwine; J. H. Parrish, Homer; Chas. Taylor, Milwine; E. B. Clappman, Casner; F. J. Phillips, Milwine; J. P. Martin, Allenville; W. A. Williamson, Saunemin; J. M. Current, Homer; J. W. Gordon, Lincoln; R. T. Miles, Fisher; F. L. Warner, Fisher; A. H. Andrew, Allerton; R. J. Riley, Forrest; F. E. Wendel, Forrest;

Wm. Hasenwinkle, Hudson; D. C. Dunn, Osman; L. M. Eggleston, Gibson City; J. L. Belden, Dalton City; Wm. Kleiss, Pesotum; Chas. F. Crow, Fairmount; V. Hawthorne, La Place; E. R. Ulrich Jr., Springfield; I. R. Camp, Bement; O. P. Morgan, Jonesdale; N. A. Mansfield, Niantic; T. C. Kenney, Ulrich; J. R. Howell, Burrowsville; J. M. Duncan, Lintner; C. W. Savage, Virginia; J. D. Masney, Springfield; R. M. Fuller, Fidelity; W. O. Moyer, Chesterville; H. E. Kelly, Golden; A. Ritscher, Taylorville; Samuel Mangas, Lincoln; Mathias Tex, Velma; E. W. Crow, Blue Mound; J. N. Hairgrove, Virden; A. Dow, Pittsfield; Theo. T. Baxter, Taylorville; Otis McNelly, Blue Mound; F. J. Zimmerman, Harvel; Edwin Beggs, Ashland; C. P. Baxter, Taylorville; B. A. Turner and A. M. Firey, Edinburg; J. Crocker, Maroa; Louis Peck, Monticello; Chas. H. Faith and Victor A. Develin, Warrensburg; J. M. Shively, Cerro Gordo; Harry Bryant, Monticello; M. C. Camp, Bement; Geo. W. Smith, Warrensburg; E. H. Van Gundy, Macon; Wm. Ritchie, Warrensburg; F. S. Weillipp, Cisco; A. B. Smith, Rosemond; R. B. Andrews, Macon; Geo. E. Ford, Illiopolis; A. R. Scott, Bethany; J. W. Turner, Mt. Auburn; C. B. Mundy, Litchfield; J. F. Beall, Niantic; C. T. Moore, Bement; S. G. Stackhouse, Allerton; Chas. Barker and G. L. Collins, Bondville; S. M. Postlewait, Rossville; T. J. Kizer, Hammond; J. E. Collins, Garrett; Thos. Fleming, Bethany; L. P. Smith, Sullivan; H. N. Knight, Monticello; P. J. Costello, Argenta; A. P. Powers, Sullivan; E. W. Jokisch, Boody; J. A. Harrison, Stanford; Abel Brooks, Bloomington; R. A. Ensign, Hudson; W. T. Bullard, Bullardsville; Geo. D. Montelius, Piper City; W. Peck, Monticello; J. S. French, Bismarck; John Erwin, Tuscola; S. H. Baker and E. F. Cahill, Arthur; Geo. Ritscher, Owanece; G. F. Barrett, Owanece; J. B. Magee, Cairo; V. C. Elmore, Ashland; Alex. C. Durdy, Ohlman; J. M. Ernst, Humboldt; E. Eversole, Hindsboro; F. W. Moberly, Mt. Auburn; O. L. Kern, Bondville; Oscar N. East, Cerro Gordo; A. Graham, Illiopolis; A. C. Duncan, Lintner; C. W. McCluskey, Blue Mound; T. H. Kelly, Galva.

INDIANA GRAIN DEALERS.

A midsummer meeting of the Indiana Grain Dealers' Association will be held at the Board of Trade assembly room, in Indianapolis, on June 25, beginning at 10:30 o'clock. The program will include an address by the president with responses giving details of the work in each of the four grand divisions of the state, to wit, the south, west, north and east.

After dinner Chairman Riley will make a full and detailed report by the committee appointed on the mutual fire insurance proposition, to which Secretary Sampson will add particulars ascertained by his own investigation of the subject.

This will be followed by miscellaneous business, enrollment of new members and general discussion.

The meeting will fill the one day, and as in some particulars it will be a very important one, all members are requested to attend themselves and to bring with them other grain dealers who are not members but who are eligible to membership.

Headquarters will be at Grand Hotel.

NEW WHEAT COMING.

Texas supplied the first car of new wheat, crop of 1902, marketed in the United States. It arrived in Fort Worth on May 28, ten days earlier than the first car arrived there last year, and was purchased by the J. Rosenbaum Grain Company at 85 cents, or 15 cents higher than the market price.

The purchasers immediately forwarded the car to Chicago, where it arrived on June 2, just 23 days earlier than the first car last year, which came in from Oklahoma. As the purchasers, the J. Rosenbaum Grain Company, brought the wheat to Chicago to donate it to be sold at auction for the benefit of the fund for the erection and maintenance of a Rural Home for Boys, it was hoped it would bring a high price. When sold on the open market on June 5, however, it was bid in by Richardson & Co. at 78½ cents. The car contained about 600 bushels,

making the fund named richer by about \$500. One of the donors of the wheat had previously given \$500 to the same fund.

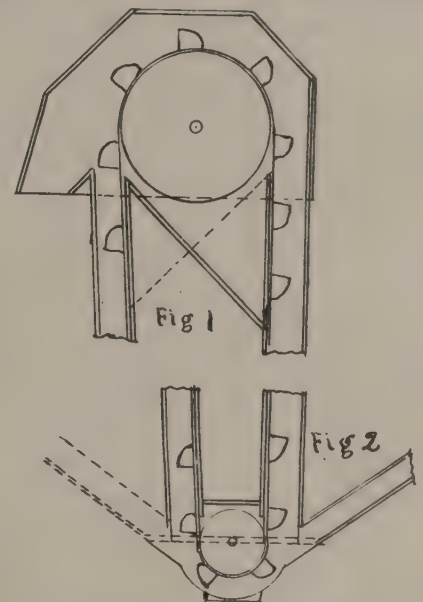
NON-CHOKING ELEVATOR.

BY HENRY KEISER.

In the May number of the "American Elevator and Grain Trade" I notice cuts and instructions by Will L. Burner for what he terms a "Non-Choking Elevator." His Fig. 1 showed a choking elevator, made so by spouting into the leg too far above the boot. This, of course, should never be done. But his demonstration, Fig. 2, is but little better; and I write to correct the statement that it is a non-choking elevator, lest some may be misguided. In this case, if the feed is more than the capacity of the cups, the material will be forced up the front leg until the belt cannot pull the cups through, then it chokes.

The only non-choking elevator, fed direct from bin by spout, is one where the material enters the boot low down on the front leg, as shown in my Fig. 2. The dotted lines show the improper way to spout to an elevator.

There is another mistake which is made by



most all builders of elevators, and taught by most all the elevator and mill supply houses (see their catalogs), that of hopping under the head pulley to the back or down leg. This should always be hopped to the front leg, so that any grain or material falling into this hopper will not all have to fall to the boot, where most of it will pass between the pulley and belt, causing the belt to run and wear badly; while, if hopped to front leg, the cups will catch a large portion of the falling material, and that which reaches the bottom back of the belt, will soon find its way out into the boot, and cannot be drawn between belt and pulley.

The census report on the cereal products of the farms shows that 2,053,912 farms in the United States during the census year 1900 produced 658,534,252 bushels of wheat of a farm value of \$369,945,320. This wheat was raised on 52,588,574 acres. Of the 5,739,657 farms in the nation 272,913 raised barley, cultivating 4,471,226 acres, upon which were produced 119,632,827 bushels, of a farm value of \$41,630,846. Farms numbering 209,460 cultivated 807,136 acres of buckwheat, producing 11,237,005 bushels, of a farm value of \$3,748,371. Farms aggregating 4,697,799 cultivated 94,916,866 acres of corn, producing 2,666,438,279 bushels, of a farm value of \$830,257,726. Farms to a total of 2,114,559 cultivated 29,539,597 acres of oats, producing therefrom 943,387,375 bushels, of a farm value of \$217,098,584. There were 295,108 farms cultivated 2,054,269 acres of rye, producing therefrom 25,570,350 bushels, of a farm value of \$12,291,258. The bureau estimates that the total wheat exported, kept for seed and ground in flour and grist mills aggregated 666,436,141 bushels.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JUNE 15, 1902.

Official Paper of the Illinois Grain Dealers' Association.

MEETINGS AT PUT-IN-BAY.

The Hotel Victory, a famous summer resort on beautiful Put-in-Bay Island, is to be the scene of two very important trade conventions in June and July, in which our readers are interested, and of which details will be found in letters from the secretaries published in the department of Communicated, elsewhere.

Secretary McCord expects a most enthusiastic gathering at the annual meeting of the Ohio Grain Dealers' Association on June 19 and 20. He has used every means at hand to put an invitation into the hands of every regular grain dealer and miller in that state, and personally has urged each to attend, whether a member of the Association or not. To grain dealers in the winter wheat country the presence of the Winter Wheat Millers' League, in convention at the same time and place, will give additional interest and value to this meeting of the Ohio Grain Dealers' Association. A further reason why dealers should attend is the fact that a meeting of the policyholders of the Ohio Grain Dealers' Mutual Fire Insurance Association will be held at this time and a full report made of the progress of the Association.

We cannot too strongly urge Ohio dealers to attend this most important meeting, for aside from the business importance of the trip, the enjoyment of a delightful outing will alone more than compensate.

The next will be the ninth annual meeting of the National Hay Association on July 10-12 inclusive, which promises to be the largest meeting ever held by the Association, and one of the most important. The probable line of work is indicated best by Mr. Daish's communication.

It goes without saying that no hay dealer, shipper or receiver can afford, as a good business man, to miss this event.

ILLINOIS ASSOCIATION MEETING.

It is a favorite apothegm that "that government is best which governs least;" that is to say, that interferes least with the business, social relations, personal liberty and religion of the people. The Illinois Grain Dealers' Association at this time suggests itself as an example of that kind of government. At least an examination of the record of the late annual meeting discloses practically no legislation put upon the Association's statute book. Not even the question of compulsory arbitration of members' differences was taken up, except in a perfunctory manner, although specially called to the Association's attention by the secretary's report that certain members had during the year made exhibitions of themselves by stubborn refusals to arbitrate claims—expecting, no doubt, to have their controversies dignified by calling the sheriff and a jury of petit loafers into requisition as compulsory arbitrators.

This absence of legislation, even on this question, which has of late come so conspicuously to the front, is not evidence, of course, that all grain dealers have begun to sprout wings and are actually feeling the dignity of pin feathers, but rather that the general harmony and fine physical and moral condition of the Association and its eighteen branches in the state are so much more in evidence than the annoyances of weak and stubborn brethren. The Association has been in the hands of big men, and its affairs show the results of their work.

For the coming year the same policy will, of course, be pursued. Mr. Knight, the new president, is one of the forceful men of the Association, who has hitherto taken part as director in the management of its affairs. Those who are most intimately acquainted with the man and his ways of thinking and of handling men are assured there will be no letting down from the high standard of the past. The membership of the board of directors is substantially the same as last year, so that another prosperous year is in store for the Association, without doubt.

INSPECTION AT NEW ORLEANS.

Without presuming to pass upon the comparative merits, as commercial bodies, of the New Orleans Board of Trade and the New Orleans Maritime and Merchants' Exchange, now engaged in a struggle for control of the official grain inspection in that city, it must be confessed the grain exporters' statement of their case, printed in part in another column, is a strong one. When grain can be sold abroad on "American rye terms," or by sample only, port certificates of inspection do not amount to much, whatever may be thought of them at home by men who are neither grain buyers nor grain shippers.

Assuming, then, the attitude of an interested spectator only, one may, perhaps, be allowed to suggest that while, like the perplexed swain of the song, the exporters would be happy enough with either, "were the other dear charmer away," there is the danger in the pres-

ent struggle that both may lose the plum—for inspection usually pays a good annual profit—by seeing the state slip in to take control of the business itself. This would be unfortunate, for while theoretically state-supervised inspection is ideal, yet in practice, such is the still unangelic nature of our politicians, its results have not always been such as to encourage any more of it than must be endured *nolens volens*.

Better "get together," gentlemen, while yet there is time.

FIREPROOF ELEVATOR BURNED.

The destruction by fire of the Canadian Pacific steel elevator at Port Arthur will doubtless cause a recasting of opinion as to what constitutes a fireproof elevator. This house, which was a handling elevator only, was built in 1898, entirely of steel, the only wood used being that in the cleaners and in the four elevator legs. Yet the destruction was complete and without salvage. An easy explanation is that the house was dirty, and that elevator dust makes a hot fire. But as steel does not burn, this explanation does no quite explain the complete ruination of the elevator.

Although steel does not burn, it does have a tendency to liquefy under extreme heat, and the appearance of the ruins of the elevator in question plainly indicates that the elevator simply melted down, even in the heat developed by the burning of the comparatively small amount of inflammable matter contained in the cleaners and the elevator legs.

In other words, there seems to be enough wood in the cleaning machines and the housings of elevator legs, if burned, to melt down the structural parts of a steel house. Plainly, then, the use of even this much wood must be abandoned or the structural steel must be protected, as are the structural parts of a fireproof office building, by a covering of protective material like earthenware tiles, etc., so that in the event of fire in the working house the steel will not come in contact with the flames or the heat.

CROP REPORTING AGAIN.

Secretary Stibbens is informed by the Agricultural Department that no bill has been passed by Congress, or even introduced, to consolidate the weather bureau with the division of statistics, but that the Senate injected into the agricultural appropriation bill a clause requiring the Secretary of Agriculture to report to the next Congress on the advisability of transferring the work of the division of statistics to the weather bureau. This is, of course, simply working in the same direction.

While this means nothing definite per se, it is encouraging to see that Congress has taken notice of the obvious fact that the crop reporting system needs an overhauling of some kind. The startling differences between the census returns of acreage and production and the estimates of the division of statistics have certainly "queered" any quality of "authority" the division may have had and given emphasis to the contention that private crop reporters have been nearer the mark than the government statistician, although in saying this one cannot escape the conviction that the charge laid to the division of statistics of systematically bearing

the market is not strictly accurate, in spite of appearances.

Meantime, the Cincinnati Price Current formulates a thought that has frequently been expressed in these columns in other ways, both by correspondents and by the editor, that the division of statistics "should be elevated to the position of a bureau, with the incidental acquisition of power and strength which such a change would imply." In short, crop reporting should be freed from the taint of guesswork and be raised to the level of scientific statistical work.

A SHORTAGE AT BALTIMORE.

Secretary Stibbens of the National Association received a day or two since a copy of a report made by a special committee to the Baltimore Chamber of Commerce on a shortage claim in that market, preferred by Tingley Bros. of Columbus, Ohio, and referred by Secretary Stibbens to the Chamber of Commerce. The shortage claimed was 312.48 bushels on 44 cars of corn. The committee find as the result of careful investigation that the weights as returned by the weighman were "practically correct," varying but 4-10th of 1 per cent from invoiced weights, the real errors being complainants' own computations of bushels from the weights on invoices. While this report may not entirely satisfy the complainants' billing clerks, who made the errors, it is creditable to the Chamber that it took up the complaint so promptly and gave it so thorough an investigation, and was so successful as to succeed in locating the blunders. The proceeding is but another evidence both of the influence of the National Association, as well as of the disposition of the exchanges at terminal markets to treat complainants seriously, with a view to the elimination of errors and deliberate abuses, not to mention the counter claim that the receiving elevator is not always guilty of making the shortage.

PER DIEM CHARGE FOR FOREIGN CARS.

While the matter of substituting a per diem for a mileage charge for the use of foreign cars is essentially a question of technical railroad practice, nevertheless the announcement that the per diem system will go into effect on July 1 next, applicable to all but a very few roads, will be received with interest by the grain trade. The grain dealer is interested in a regular and ample supply of cars, and the reasonable belief is that the per diem system will hasten the movement of foreign cars back home for obvious reasons, and thus increase the service to be had from existing cars; whereas, the mileage system, for equally obvious reasons, operated to keep them away from home and reduce their usefulness.

Car shortages are not all due to their use at a given moment. On the contrary, a large part of the shortage is due to old-time abuses, such as permitting certain favorite receivers to use them for storage purposes in spite of the demurrage rules, or the familiar fact that track grain being more salable than grain in store gives rise to another abuse by which favored terminal shippers are allowed to monopolize empties for reloading from elevators to make

"track grain," which not infrequently stands around for weeks before the grain is finally disposed of. Of course, cars so monopolized have been in the past only "foreign cars." The per diem system will naturally tend to break up this system, whose baleful effects have fallen wholly on the majority of shippers.

Strange as it may seem, while the American Railway Association is pledged to give the new system a year's trial, the Railway and Engineering Review says that "the strongest opposition will, of course, come from some of the eastern, and particularly the New England, lines, whose cars, almost from time immemorial, have been held subject to the convenience of shippers," in the ways noted above. Their objections, however, should not be allowed to defeat the per diem movement, for, says the same high authority, "it is high time that the mileage system of compensation, with its attendant inequalities and iniquities, was buried beyond hope of resurrection."

AGAIN PLAYING AT PEANUT POLITICS.

It is announced that on July 1 the Railroad and Warehouse Commission will establish a state weighing system in the public elevators at East St. Louis. This very sudden activity in a field so long neglected and indecently ignored by the Railway Commission has its sinister aspects, and would be inexplicable were it not well understood that the attempts of our neighbor, the St. Louis Merchants' Exchange, to correct the rotten conditions at East St. Louis, seems to have suggested to the Commission another opportunity, insignificant, in a way, though it may be, for exploiting petty administration politics in a field unaccountably overlooked hitherto.

The history of the weighing scandal at St. Louis and East St. Louis is familiar to our readers, as well as the reforms that have been working out as the result of the meeting there, more than a year ago, of the secretaries of the various state and national associations.

Since the date of the meeting referred to, the National Association has looked after this matter and has finally brought about the inauguration of a Merchants' Exchange weighing department in the city of St. Louis, as well as in East St. Louis; and no doubt every grain dealer tributary to that market has been congratulating himself on the results of those efforts, which promised conditions in that market equal to the best in the land.

But now come the peanut politicians, who seek to overthrow this laudable reform movement, at East St. Louis, at least, where a very large part of the grain sold at St. Louis is handled, by substituting for the carefully selected weighmen employed by the Merchants' Exchange a corps of ward politicians who may be assumed to be as capable of recognizing a grain scale at sight, as they would a megatherium if they saw the latter parading at Tony Faust's.

A similar attempt to debauch the board of trade weighing system at Chicago a few months ago was defeated by the prompt and vigorous protests of the grain trade. This last attempt to meddle with conditions at this important trade center should be as promptly protested

against and the Commission made to understand that their purpose is resented by the public directly interested.

THE INDEPENDENT ELEVATORS.

One of the most wholesome articles on the "independent" or farmers' elevator question, emanating from a farmer, that has recently appeared, is from the pen of O. C. Gregg, reprinted from the Orange Judd Farmer, in another column. Mr. Gregg is, perhaps, unnecessarily generous in his explanation of the *raison d'être* of the line elevator company. He certainly is uncommonly sensible in the method he offers for correcting any disposition of the company to be unfair to grain growers. In these Mr. Gregg is unusual. The artistic way, however, in which he uses the scalpel to dissect Squire Hanley's pet complaint that the elevator companies are robbing the grain growers, entitles Mr. Gregg to at least "honorable mention" as a thoroughly sane farmer, for such we assume him to be, considering the "company he keeps." Now let it be hoped some agricultural Moses will appear in Kansas to lay bare in a similar way the sheer stupidity of the co-operative craze in that state.

KANSAS ANTI-TRUST LAW.

The Supreme Court of Kansas on June 7 handed down a decision in the case of E. J. Smiley, secretary of the Kansas Grain Dealers' Association, sustaining the validity of the anti-trust law of that state and approving a judgment imposing a money fine and jail sentence on the defendant. This ruling is approved by six justices and disapproved by one. A syllabus of the main points of the decision would be substantially as follows:

1. Anti-competitive trade agreements are contrary to public policy, and it is competent for the legislature to enact penal measures to prevent the making and carrying out of such agreements.

2. Chapter 265, Laws of 1897, known as the "anti-trust law," does not conflict with the guaranty of right to acquire property by lawful contract secured by the federal constitution, and is a valid exercise of legislative power.

3. An agreement entered into by all the dealers of a certain market limiting their rights severally under stipulated forfeitures or penalties to buy all the grain they otherwise might on such market, is an agreement in restraint of trade and falls within the penal terms of the anti-trust act of 1897.

In view of the recent decisions of the United States Supreme Court on state anti-trust laws, this decision is a surprising one—unless, by some miracle of legal acumen, which Kansas legislators would at first flush be the last to be suspected of exhibiting, the law passed upon has avoided the pitfalls in which similar laws of other states found a merited oblivion. This, however, is hardly possible. Under the circumstances, then, there is nothing for Mr. Smiley to do at present but to "swear at the court" and take an appeal to the United States Supreme Court, which no doubt he will at once do.

The 1901 wheat crop is going out at about 5 cents higher than it started in. Corn and oats are doing better at present, but Mr. Wood elsewhere has a query as to corn which is worth thinking over.

EDITORIAL MENTION

Live grain dealers' associations have resurrected many a dead grain business.

Better than all the crop reports and weather man's probabilities, the activity of the elevator builders in the Northwest tells the story of what is expected of the crops this season.

The new grain pit established at Buffalo on May 1 has successfully inaugurated a system of trading in futures that will certainly develop into something worth while as the pit becomes older.

The first concession in railway rates for the Grain Dealers' National Association meeting at Memphis is a one-fare rate for round trip, given by the Southwestern Passenger Bureau on certificate plan; dates of sale, September 29 and 30 and October 1.

Advices received since the printing of page 570 inform us that the date of the meeting of the South Minnesota and South Dakota Grain Dealers' Association, there referred to, will be held in Minneapolis on July 15 and will extend over to July 16.

Vrooman and his fellow promoters of the latest coöperative scheme for handling all the wheat and flour of Kansas, in order to down the "Wall Street Middlemen," are making the farmers ante \$100, instead of \$10, a la Butler. This is consistent—the bigger the bluff the bigger the ante, of course.

The change is perhaps slight, as a whole, but the month of May marked "the first decided change," says Bradstreet's, "in the tendency of staples since prices, particularly of food products, began to advance a year ago." The declines are in prices of leading cereals and dairy products, as well as cotton, etc., due to good crop reports.

The Toledo Market Report notes an important decision in a local court, epitomized as follows: Messrs. Brigham & Co. bought No. 2 white wheat in the Lake Shore Elevator, which was not equal to grade when loaded out. The elevator people were asked to replace same, and being refused, Brigham & Co. sold the grain for what they could and held elevator company for difference. Payment being refused, the elevator company was sued and a judgment rendered against the elevator for amount claimed.

The Interstate Commerce Commission recently decided two cases in favor of S. J. Hawkins against the L. E. & W. and L. S. & M. S., awarding Hawkins damages of \$100 and \$200, respectively, for discrimination in furnishing cars. The common law, as well as the statutes of most states and those of the nation, of course, provide remedies for discrimination if one has the patience to resort to the courts for relief. The interstate commerce law is, therefore, not

so much a new legal remedy as it is an improvement of the legal machinery, the province of which is to bring about a condition under which there will be less necessity for individuals to go to the courts.

The accident columns of the daily press continue to record the deaths of children by smothering in grain bins. Ought the elevator owners carry these horrors on their consciences as responsible for them? Let us judge no man hastily, but it does seem reasonable that these constantly recurring accidents should be impossible wherever grain houses are properly constructed or supervised.

The big car record at Chicago was again broken a few days ago when a Pennsylvania Company car weighed out 1,943.32 bushels (108,840 pounds) of corn, shipped by B. S. Williams & Co. from Sheffield, Ill. How "times have changed!" "Not so very long ago," says Pope & Eckhardt Company's circular, "the railway lines forbade the loading of more than 20,000 pounds per car."

A contract for the erection of the grain elevators so much talked of at Dock No. 2, Buenos Ayres, has been let and the work is now well under way. It is expected that this improvement will bring a large part of the grain traffic to Buenos Ayres, which is now loaded into ships at Rosario, 500 miles further inland. This would, of course, help the railroads, but what would be the economy so far as the export trade is concerned?

Geo. Broomhall, editor of The Corn Trade News, and author of "The Corn Trade Year Book," which is itself the encyclopedia of the world's grain trade, has been selected by the London Times to write the article on "The Grain Trade of the World" for the new supplement to the Encyclopedia Britannica. This is practically equivalent to saying that Mr. Broomhall, who, by the way, is European correspondent for the Chicago Board of Trade, is considered the greatest authority on this subject in the world.

Sir Michael Hicks-Beach, although Chancellor of the Exchequer, may not, after all, know as much about it as the editors of the Canadian newspapers and certain Canadian politicians not in office, but on June 10 he denied in committee of the House of Commons that the British grain tax was intended to be a prelude to preferential duties. The tax will undoubtedly remain in effect indefinitely, for although the war is over, the demobilization of the volunteer army will cost money, to say nothing of the deficit in revenue yet to be closed up.

A big crop of grain means a big crop of trouble among dealers, if not a plague of scoopers also, and Secretary Bewsher, with his characteristic foresight, has decided to resume his district meetings about June 15. The success of all recent state association work has been based on these local meetings, which have been able to adjust local affairs from the local point of view. No other influence, in fact, is equal to the local sentiment for maintaining cordial relations. But, as "it is human to err," only the eternal vigilance of active local work can assure

harmony for even a greater part of the time. A local meeting is never held in vain.

It has been one of the various contentions of the promoters of the Kansas coöperative grain movement that the railroads are bound to set aside sites for elevators upon demand, and that on their refusal so to do, the railroad commissioners have power to compel compliance with this demand by persons, partnerships or incorporations. The attorney-general of the state, however, says, in a recent ruling, that this is not the case. The fact that the railroads usually do grant building sites for elevators, as requested, is merely an evidence of courtesy on their part, and not compliance with any legal requirement.

The Oregonian says the people of Vancouver, B. C., have just discovered that in the event of the opening of an isthmian canal, the western and northwestern provinces of Canada might use it in connection with the C. P. railroad to export grain to Europe. One wonders what these Vancouver people thought the canal would be dug for; certainly not for Europe or New York to get to China, when the distance is less via Suez. The chief merit of the isthmian canal is the fact that it should give the Pacific coast of North America a route competing with the transcontinental railroads for a haul to the Atlantic coast; and the bulk of its tonnage would be of that class of trade.

Another phase of the interminable puzzle of rates is being fought out now in Texas between the railroads and the railroad commission of the state. Under the rulings of the Commission all grain that is reconsigned from Texarkana, regardless of points of origin, or whether or not it is unloaded, takes the Texas common point rate of 12½ cents per 100 pounds. The railways contest this point, holding that the reconsignment of grain does not affect the interstate status of the shipment, and that shippers can consign grain from other points that has been stopped at Texarkana for that purpose upon the interstate basis. By some curious legerdemain, the latter arrangement will not cost the shipper any more freight, but the proportion going to the Texas roads would be considerably more than under the Commission's ruling. It is so rare that grain men have only the mere spectator's interest in a rate question that this case is certainly unique.

The fires, on consecutive days, in the Manning and Sloan malt houses at Buffalo, following rapidly upon the burning of the Wells Elevator, the wet grain from the ruins of which the malt houses were engaged in drying, suggests a new source of fire danger. Grain wet enough to require drying in malt kilns, or in regular drying plants, is not commonly thought to carry fire, yet it seems to be an open question whether latent fire in the grain handled by those malt houses was not present to cause the damage to both plants. It appears from current reports that the wet grain was handled by the malt houses without cleaning, but was run into the kilns for drying as received from the ruins of the burned elevator. While, therefore, the cause of the fire is only problematical, after all there is a strong presumption that the

wet grain carried the embers from the Wells house to the malt houses, with disastrous results.

The Missouri Board of Railroad and Warehouse Commissioners recently entered a judgment against a certain railroad for \$500 for discriminating against a certain shipper in not providing him with cars while other shippers, his competitors and neighbors, were supplied as they needed them. Of course, all shippers, under the laws regulating common carriers, are entitled to equal facilities and rates, but in practice it is well known there is not always equality. This is probably because shippers who suffer from discrimination are not able or willing to stand on their rights. It is doubtful if in a single state the aggrieved shipper could not obtain redress if he could or would prove his case. Most men, however, prefer not to "row with their railroad."

The new grain act in force in Manitoba establishes six grades of wheat and requires the railways to build flat houses whenever and wherever asked to do so by ten farmers, resident within a radius of twenty miles, applications to be made prior to October 15 of each year. The provision for supplying cars during a famine ought to satisfy the most exacting, but if the production of wheat continues to increase in the proportions of the last two years, there will still be many complaints, in spite of the law. A country that desires to market a hundred million bushels of wheat in about sixty days, and has only two roads to carry it, must do something besides making laws to nag its railroads and bind them to a system of dribbling out cars to every applicant who wants to market a wagonload on his own account from a flat house.

Railways are, of course, legally responsible for the amount of grain stated in the bills of lading issued by them, but various concessions made by shippers from time to time, as well as the disinclination of shippers to fight for small claims in the courts, have come to act as a general waiver of shippers' rights, to their permanent loss. For example, in order to load into a car a few more bushels of grain than the car is supposed to carry under the rules, it is said that Texas shippers systematically agree to waive claims against the companies for short weights from whatever cause. There is little to be said in favor of such a practice, the tendencies of which are obvious. It is not surprising, indeed, that, where shippers voluntarily, for an infinitesimal advantage, habitually waive their rights, legislators are slow to call the roads to account for taking advantage of their shippers' weaknesses. Why should they?

The question which is still an open one in some states, whether the railroads are bound to furnish elevator sites on their right of way on application, has been answered by the Railroad Commission of Texas in a quite unexpected way. In reply to a request for a ruling on the lawfulness of a proposed lease of land on the right of way to a grain dealer for an elevator site, the Commission said that a railroad corporation is created for the sole purpose of transportation; it can hold real estate for no other purpose, and

when its holding of real estate ceases to be used for that purpose it is subject to forfeiture to the state. The Commission holds then that lands "cannot be held and operated for other purposes under the guise of right of way and depot grounds," while the leasing of a site to one person, even if allowable, with a refusal to lease similar tracts to others in the same line of business, would give to the one dealer an unlawful and "unreasonable advantage over the other dealers." The lease was ordered cancelled.

This journal has no disposition to "pile it on" just for the sake of doing it, and so is ready to take Mr. Bidwill at his word, that his Chicago deputy inspectors will be brought under the control of new working rules that will hold them responsible for wilful assault and battery of loaded grain cars which they inspect and turn over, mutilated to a degree, to the tender mercies of the belt line switching crews. But Mr. Bidwill's is probably not the only corps of inspectors which contains men who seem to take a fiendish pleasure in the malicious destruction of other people's property. Now that Secretary Stibbens of the Grain Dealers' National Association has brought this flagrant abuse to light at Chicago, there will be no longer any apology possible from other markets for the existence of similar outrage. It is, to a layman, simply amazing, the endless protean changes that this shortage question has been able to assume. One thought the bottom had been previously sounded, yet Mr. Stibbens, in his talk to the Illinois Association, uncovered a new lead that is even more startling than any other with which we are familiar, coming, as it has, from a source which was thought to be, like Cæsar's wife, above suspicion.

The whaleback barge grain route to New Orleans from St. Louis seems to have been a failure, in spite of its bright outlook a season or more ago. At any rate, the telegraph says that on June 9 the St. Louis Steel Barge Company closed a deal by which it will convert its steel whaleback grain barges A and B into carriers for crude Texas oil. They will have a capacity of 15,000 gallons each, and will be operated between Beaumont, Texas, and lower Mississippi River and Gulf points. In the light of this failure, with apparently every condition favorable to the river grain route, how very like sophomore hifalutin sounds the statement of the St. Paul Pioneer-Press, that if the expenditure of \$20,000,000 would deepen the channel so that grain barges drawing ten feet of water might make the trip from St. Louis to New Orleans, it would be the most profitable investment ever made by the government; that such an improvement of the river would make it possible to ship grain down the river for two and a half cents per bushel, and by building up the Gulf route furnish a competing route to the sea that would make the toll gathering cities of Chicago and New York get down on their knees and beg for business. Now those cities dictate the freight rates, the tolls and everything else, but with the improvement of the river it would be the shippers in the great West who would dictate the terms.

It must be as annoying to the cabinet transportation theorists that their fine spun theories so persistently work out wrong, as it is discouraging to the friends of the river as a competing line and arbiter of rates.

IN THE COURTS

Franklin L. Greenleaf has filed in the District Court at Minneapolis a complaint against the St. Paul & Kansas City Grain Company, praying that an order be issued to the assignees of the defunct corporation directing them to pay the plaintiff \$5,000 out of the moneys they now have on hand. The complaint alleges that Mr. Greenleaf holds the corporation's note for \$5,000. This note is secured by a warehouse receipt, but the grain is alleged to have been sold by the assignees.

The United States District Court at Memphis, Tenn., on May 20, issued an order of dismissal of the bankruptcy petition of Edward Moon, doing business as Edward Moon & Co., grain dealers. A signed agreement of the creditors was attached to the petition for dismissal of the original petition. The adjudication of the firm in bankruptcy is now vacated and set aside, the petition dismissed and the trustee, W. P. Brown, is ordered to turn over all the money for which the stock was sold. The real estate was revested in Edward Moon, who will turn it over to the creditors, according to agreement. Settlement was effected for about 40 per cent. The petition in bankruptcy was filed February 17; liabilities, \$58,586.25; assets, \$55,534.65, part of which was Mr. Moon's residence.

The case of W. E. Brigham & Co. against the Lake Shore & M. S. R. R. Co. at Toledo came to trial and a verdict for the plaintiff at Toledo on May 27. Brigham & Co. some time since bought a lot of grain of Southworth & Co., which, when inspected at the Lake Shore Elevator, was found to be No. 2 wheat and up to grade. Later the plaintiff sold some and the inspector said it was of an inferior quality and not up to grade. The plaintiff immediately notified the company of the fact, and said they would hold it responsible and refused to take any more of the grain. The road did not make good, and so after repeated attempts to have the grain replaced the plaintiff gave notice that he would sell it for what he could, and hold them for the balance. This was done, Reynolds Bros. buying the grain at a loss to plaintiff, and the suit was brought for the balance claimed due the difference between the buying price and the selling price. The court held that in regard to the alleged penalty for excessive switching charges, amounting to \$150, there was no cause of action, and so the question was as to the value of the grain damaged, which issue jury found for the plaintiff in the sum of \$316.18, the total amount claimed.

The decision of Judge Holmes of the lower court in the Ricketts-Buckstaff hay contract case was reversed by the Nebraska Supreme Court at its recent sitting. Some years ago A. D. Ricketts & Co. made a contract with J. A. Buckstaff to store baled hay in his warehouse. Under this contract they were to pay per month: For one month, two cents; two months, one and one-half cents; three months, one and one-fourth cents; four months, one cent; five months, three-fourths of a cent, and six months, five-eighths of a cent. Payment for storage was to be made monthly. The question was, what did the contract mean? Judge Holmes held with Buckstaff that it meant, if Ricketts left all of the hay for six months it would cost him seven and one-eighth cents a bale, while Ricketts claimed that he should be charged only at the rate of five-eighths of a cent per month, or three and three-fourth cents a bale. The Supreme Court says it is very clear to it that the use of the phrase "per month" settled the matter. A construction of the contract, such as Buckstaff contended for, would require the rejection of those two words. This construction would be unwarranted, says the court, because the rejection of those words "per month" would defeat the intention of the parties. If it had provided that the charge to store for the first month was two cents, for the second month one and one-half cents and so on, Buckstaff's construction would be correct. It is true that the proviso that payments should be made monthly is silent as to the number of months, and it would be entitled to great weight if the sufficiency of the

tender had not been questioned. In this case Buckstaff rejected the tender on certain specific grounds, and the court would not permit him to consider others made afterward.

Trade Notes

The Planters' Compress Company, which controls the round bale presses for hay, cotton and wool, has filed articles of incorporation at Augusta, Me., with a capital of \$10,000,000.

The Hall Distributor Company of Omaha, Neb., are enjoying a continued liberal patronage from the elevator trade for their Improved Distributors and are rushing all orders at their factory for prompt shipment.

Catalog No. 69 is a very neat pamphlet just received from the Jeffrey Mfg. Co., Columbus, Ohio. It illustrates and describes their complete line of screens—every style for every purpose, both mining and manufacturing.

The Riter-Conley Manufacturing Company of Pittsburg, Pa., has the contract for building in Mexico what will be the largest smokestack in the world. It will be over 300 feet high and contain about 400 tons of steel.

One of the late sales of Perfection Grain Driers, manufactured by Tweedale & Harvey of Chicago, Ill., was to Babcock & Hopkins at Rensselaer, Ind. The drier was of 200 bushels' capacity per hour and is being used on corn, giving the best satisfaction.

Rumsey & Company is the style of the firm of which I. P. Rumsey and F. M. Bunch are members, which recently succeeded Rumsey, Lightner & Co., with offices at 97 Board of Trade, Chicago. Through an error last month the advertisement of the firm appeared as Rumsey & Co.

We have received from the Weber Gas & Gasoline Engine Company, Kansas City, Mo., a little circular devoted to the Weber Jr. 2½-horsepower Gasoline Engines and Pumps. They will also be pleased to supply catalogs of their complete line of gasoline engines up to 100 horsepower.

The Ellington Manufacturing Company at Quincy, Ill., have just received a duplicate order for four of their gasoline engines to go to Australia. This demonstrates the success of their gasoline engine in distant lands. They are also shipping a considerable number to Japan and Cuba, they having been established there for several years.

The Case Mfg. Co. of Columbus, Ohio, have purchased from T. B. Wood's Sons, Chambersburg, Pa., the patterns, good-will and everything necessary for the manufacture of the Cyclone Corn and Cob Crusher. They will be pleased to supply any information desired concerning this machine, which has long been familiar to the feed grinders of the country.

The success of the Hess system of drying, as applied to the parching of oats for milling, has been so pronounced in the plant of the Morris Oatmeal Company that Mr. W. G. Norton, president of the Morris Company, has ordered a second machine, to be installed in the plant of Norton & Co. at Lockport, Ill. This machine will supersede the present system of drying in the Lockport mill, and will have a daily capacity of 3,000 bushels of oats. Norton & Co. make a fine grade of package goods and with the new drier will be able to produce oatmeal of high flavor and absolute uniformity. The Hess Warming & Ventilating Company, who make the Hess Driers, report recent successes in this line among Canadian millers, one of the latest being a large machine just completed for the Tilson Company, Tilsonburg, Ontario. Additional machines for the toasting of flaked foods have just been placed by the Hess Company in the plants of the Sanitas Nut Food Company, the Malt-Too Flake Food Company, Tryabita Food Company and the Hibbard Food Company, all of Battle Creek, Mich.

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Warehouseman's Receipts.

It being a disputed question in a case whether a receipt for wheat contained the terms and conditions upon which the wheat was delivered by the one party and received by the other, the Supreme Court of Oregon says (*Hirsch vs. Salem Flouring Mills Co.*, 67 Pacific Reporter, 949) that it was not signed by the former party, and could only become a contract by being received and accepted by that party as such. Then it holds that a receipt issued by a warehouseman and accepted by the owner of the commodity stored, as expressing the terms and conditions upon which it was delivered and received, is a contract, and, like all other written contracts, cannot be contradicted or varied by oral evidence, but, when the receipt is silent as to the terms of the contract, it may be shown by oral evidence, and when its language is ambiguous and uncertain, it must, like any other contract, be interpreted in the light of the surrounding circumstances.

Measure of Damages for Breach of Contract for Seed Wheat.

Two parties entered into an agreement in February to exchange an equal number of bushels of wheat. The one had No. 1 hard wheat, while the other had seed wheat. The former, on account of the seed wheat being the more valuable, was to haul his wheat to the elevator, pay storage charges until April 1, and deliver the storage tickets to the latter party. He was also to accept the seed wheat at the other's residence, and haul the same to his own place. He complied with all the terms of the agreement, tendering storage tickets for the No. 1 hard wheat, and demanding delivery to him of the seed wheat, which demand the other party refused to comply with, having previously sold the seed wheat to another.

The Supreme Court of North Dakota holds (*Talbot vs. Boyd*, 88 Northwestern Reporter, 1026) that the measure of damages for the breach of such contract would be the difference between the value of the seed wheat at the time and place it was to be delivered and the market value of the No. 1 hard wheat at the time of the refusal of the owner of the seed wheat to accept the tickets for the No. 1 hard wheat. And it says that had the parties entered into a valid contract under which the first party was to purchase the seed wheat for a cash price, and the other party had refused to deliver the seed wheat, the measure of damages would have been the same.

Rights in Case of Shipment of Hay of Inferior Quality.

One party bargained with another for a quantity of hay and straw, which was subsequently shipped to him according to order. He paid the freight, and without examination of the hay caused one load of it to be removed from the car to his barn. After examination, the same day, he became satisfied that the hay was not of so good quality as the contract called for, and so notified the shipper immediately, adding, "The car is on the track at your risk." Six days later he returned the load of hay taken to the car, which in the meantime had become subject to demurrage. After that, he sued the shipper to recover the freight paid, and the shipper filed an account in setoff for the price of the hay and straw.

This leads the Supreme Judicial Court of Maine to hold (*Noble vs. Buswell*, 51 Atlantic Reporter, 244) that if the hay was not as good as the contract called for, the first mentioned party, or consignee, might have declined to accept the hay; that after he received a part of the hay, under the circumstances, he had a right to rescind the contract; that to rescind the contract he must restore the hay within a reasonable time; that the delay in this case was unreasonable, and hence the attempted rescission was ineffectual.

It followed that the title to the hay and straw

remained in the consignee and that he could not recover back the freight paid. The shipper, on the other hand, the court holds, might recover on his account in setoff. But, as it was evident that the hay received was of a poorer quality than that which he agreed to deliver, he was entitled to recover only the actual value of the hay.

Opinions on Financial Standing of Customers.

In the case of the Albion Milling Company vs. the First National Bank of Weeping Water (89 Northwestern Reporter, 638), the Supreme Court of Nebraska holds that where one gives an honest opinion as to the financial worth and standing of a third party, and as to whether or not such third party is entitled to credit, based on information, which information he imparts to the person making the inquiry at the time such opinion is given, the mere fact that he was mistaken in his opinion will not make him liable in an action for fraud and deceit to one who acts thereon.

This is the court's decision where a cashier of a national bank was asked over the telephone about the financial standing of one of the bank's customers who wanted a credit in the purchase or handling of the milling company's products.

As to the bank, the court says that the evidence failed to show that it ever had any interest in or anything to do with the matter in its corporate capacity, and that, indeed, it was doubtful if, under its charter powers, it could take such part in the transaction as would create a liability on its part.

Construction of Statute Relative to Weights of Shipments of Hay and Grain.

Chapter 100 of the Laws of Kansas of 1893 requires railroad companies to provide track scales for weighing carload lots of hay, grain, etc., and to issue duplicate bills of lading for the shipment. It makes the companies responsible for the full amount of such shipment, less one-fourth of 1 per cent of its weight, and it concludes its sixth section with the following provision:

"And in any action hereafter brought against any railroad company for or on account of any failure or neglect to deliver any such grain, seed or hay to the consignee or his heirs or assigns, either duplicate of such bill of lading shall be conclusive proof of the amount of such grain, seed or hay so received by such railway company."

The Supreme Court of Kansas holds (*Missouri, Kansas & Texas Railway Co. vs. Simonson*, 68 Pacific Reporter, 653) that the provision which makes the specification of weights in bills of lading issued by railroad companies for hay, grain, etc., shipped over their lines conclusive evidence of the correctness of such weights is unconstitutional because denying to the companies due process of law and because wrongfully depriving the courts of the judicial power to determine the weight and sufficiency of evidence. Every suitor, the court says, is entitled to his day in court and to have his case determined on such evidence as legal policy will allow.

A bill of lading contains two parts: One, a receipt for the goods; the other, a contract for their carriage. As to the latter, it, as other written engagements, may not be contradicted by oral evidence, but as to the former, it stands on the same footing as other kinds of receipts. It may be shown to be incorrect. It may be shown to have been written by mistake or induced by fraud. From time immemorial, the mutual mistake of both parties to an instrument, or the fraud of one of them, has been admitted as a valid defense to the action. The allowance of such defense is a part of the substantive justice of all actions on contracts. It inheres in the very right of such cases, and it cannot be denied by the legislature under the guise of a rule of evidence.

The claim made that the statute is in violation of the interstate commerce clause of the Federal Constitution the court pronounces untenable. It says that it does not regulate rates, nor levy taxes, nor impose restrictions of any kind on commerce between the states. It is a police regulation designed to promote accuracy in dealings between shippers and carriers by compelling the latter to furnish facilities for ascertaining the weight of products

offered for shipment. And, being a police regulation, the provision contained in it allowing an attorney's fee for the successful prosecution of a case within its terms is constitutional. The reason for this allowance is the negligence of the carrier in failing to safely transport and deliver the goods committed to its charge.

When the issue was whether a railroad company had delivered to the consignee all the hay it had received from the consignor, it was error, the court holds, to reject evidence tending to show that the car in which the hay was shipped was sealed at the

views of the proceedings in the different markets that day, with a special piece of information for one man here and an answer to some query for another man there. All begin practically the same, however, and the endings never vary, reference always being made in the latter to an inclosed circular, which gives prices in detail.

After an unusually busy session, the young man arrived at home the other night to find that his wife had guests for dinner. He was nearly tired out, and apparently even more absent-minded than ever. All went well notwithstanding until they

GREAT NORTHERN ELEVATOR AT QUEBEC.

While Montreal has been waiting for government contributions for building the elevators which her grain merchants are certain are greatly needed to keep Canadian as well as American grain on the "natural route" to and across the Atlantic, Quebec has been "sawing wood," as they say in the back lots, and has recently surprised her more westerly rival with her activity in the export grain business. Indeed, Quebec was rather looked upon as about



HARBOR OF QUEBEC, SHOWING GREAT NORTHERN GRAIN ELEVATORS AND LOADING GALLERIES.

loading point and remained under seal until delivery of the hay to the consignee.

HIS MIND WANDERED.

Down on the Board of Trade there is a young operator who is always "talking shop." He has become so wrapped up in his business that he seldom can get his thoughts away from the office, and no matter where he may be or what he may be doing, it is always the same with him.

One instance where his predilection for discus-

sat down to the table. The hostess and the guests bowed their heads; the host did not. His wife kicked him under the table.

"Oh, yes," he muttered as he also leaned forward. Then he began: "May the Lord make us truly thankful for what we are about to receive and—"

There followed an ominous silence. The eyes of the hostess gradually were lifted until they rested on her husband. His gaze was fixed on a dish of celery, and he was toying with his fork. She could see by the far-away look in his eyes that his mind was wandering. Both guests wriggled in their

the last direction from which a militant rivalry in this trade might come until the Great Northern Railway of Canada entered the ancient city and began its campaign without waiting for government pap in any form.

Our illustrations show the two elevators now operated in Quebec by the road named—the larger house having a capacity of 1,000,000 bushels and the smaller 240,000 bushels. The larger house only is used for export business, however. It has a loading capacity of 15,000 bushels per hour, and the picture shows the house in the act of putting into the S. S. Indian



LARGER GREAT NORTHERN ELEVATOR AT QUEBEC, LOADING THE S. S. INDIAN OF LEYLAND LINE.

sing matters pertaining exclusively to his vocation placed him in a very embarrassing position happened the other evening.

About a year ago the young man was taken into partnership in the firm he had served so long and faithfully, and among the many duties which fell on his shoulders was to conduct the correspondence with the numerous customers of the concern. It isn't a particularly difficult task to perform; about the only requirement being an abundance of time, for all the letters are to country dealers, as a rule, and all of them read about the same.

As a general thing these letters are condensed

chairs and coughed. Again the young wife kicked her husband. He started, looked up, glanced around and sizing up the situation continued:

"Referring you to the inclosed circular for prices, I beg to remain, yours very truly, etc."

The British S. S. Askehall, 6,000 tons, is chartered to sail from Portland, Ore., to South Africa with 3,000 tons of oats to the British government. It is said this will be not only the largest cargo of oats ever put afloat at a Pacific Coast port, but the first full cargo ever shipped from an American port on the Pacific for South Africa.

(11,500 tons) of the Leyland line the largest cargo of grain and merchandise ever taken by the St. Lawrence route. The date is May 31 of last year.

In addition to loading the company's own lines of steamers, the Great Northern Elevator handles the export grain business of the Great Lakes & St. Lawrence Transportation Company (Wolvyn syndicate). The elevator will therefore handle grain to the three steamship lines under contract to sail from the Great Northern docks to Europe during the present season, to wit: The Leyland Lines to London and Liverpool, and the Manchester Liners, Limited, to Manchester, while all of the boats run-

ring to Montreal stop at Quebec for part of their cargoes.

THOMAS H. BOTTS.

Thos. H. Botts, head of the well-known commission firm of Thos. H. Botts & Co. of Baltimore, is by birth and family connection one of the aristocracy, the "F. F.'s." of the Old Dominion State, although his birthplace, Charles Town, Jefferson County, as it was on September 5, 1854, is now Charlestown, W. Va. His father was Lawson Botts of Fredericksburg, a son of Gen. Thos. H. Botts of that place, and his mother was Elizabeth Ranson, daughter of Jas. L. Ranson, of Jefferson County, both of the historic families of the state, while John Minor Botts of Virginia was his great-uncle.

Living with his parents at Charles Town, where his father was a practicing attorney-at-law, he grew up contemporary with some of the most celebrated events of the most thrilling period of our history. His father, by virtue of his prominence and distinguished ability as a lawyer, was appointed to defend John Brown, when, after the Harper's Ferry raid, he was put on trial for his life by the state of Virginia. Gov. Wise deeply



THOS. H. BOTTS

resented the indignity offered to Virginia by Brown, but he was a man great enough to give Brown the benefit of the ablest counsel. The son of Lawson Botts was hardly old enough to understand the tremendous significance of the Brown case, but when the "irrepressible conflict" broke, a realization of all that and more was brought home to him when, at the second battle of Manassas (Bull Run), his father, then colonel of the Second Virginia Regiment, in the famous Stonewall Brigade, was wounded unto death.

The war over and school days in Charles Town ended, on July 1, 1870, at the age of sixteen, the youth left home to begin his career. His first occupation was that of a drug clerk in a store at Culpepper, Va. But he was clearly not intended to be a dispenser of drugs and lotions; and New Year's Day, 1871, found him in Baltimore, a clerk for Ranson & Co. in the commission business. A few years later he became a member of the firm of J. C. Legg & Co., a connection which lasted for twenty years. In 1897 he formed the firm of Botts & Levering, a partnership which was terminated by limitation on June 1, 1900, when Mr. Botts succeeded to the business at the old stand and organized the present firm of Thos. H. Botts & Co.

Few men, even in the East, have had a longer connection with the commission business than Thos. H. Botts, and none is more favorably known to grain and flour shippers. For, with ample capital to handle all business sent him, he is also a past

master of that knowledge of the market which comes only with long experience, and thus is able to give shippers the highest class of service a commission house is expected to render its patrons.

GRAIN LAWS OF KANSAS.

The following digest of laws and court decisions relating to grain elevators and warehouses and grain inspections of the state of Kansas was made for and under the direction of the late Industrial Commission of Congress by Robert Christy, and was published by the Commission as a part of a special report and is included in Part V, Vol. 2, of the Report on Agriculture (Vol. XI of the Commission's Reports):

Private and Public Warehousemen.—All persons who shall keep a warehouse in the state for the storing of grain in a separate bin, distinct from the grain of all other persons, are denominated "private warehousemen," and all persons keeping a warehouse for the storing of grain in bulk, and in which the grain of different owners shall in any way be mixed, "public warehousemen."

Receipts.—Private and public warehousemen, receiving grain into store, on the demand of the owner are required to deliver to him a receipt, setting forth the quantity, kind and grade of such grain, the receipt to be prima facie evidence against the warehouseman in case of suit being brought.

Receipts are to be consecutively numbered and not duplicated during the same calendar year. Provision is made for the duplication of lost receipts, but the new receipts are to be marked "duplicate." No receipt is to be issued unless grain is actually in store, and then only for the true amount thereof.

Surrendered receipts must be canceled, and never thereafter put in circulation.

The violation of these provisions in regard to such receipts, willfully, is deemed a felony, and the offender, on conviction, is liable to a fine of not less than \$1,000 nor more than \$5,000, and to imprisonment in the penitentiary not less than one nor more than five years.

Warehouse receipts are negotiable by indorsement to the same extent as bills of exchange and promissory notes.

A warehouseman is forbidden to insert in a receipt any language limiting or modifying his liabilities as imposed by law.

Right to Visit Scales.—All persons interested in grain stored in a warehouse are entitled to visit it and inspect every part containing grain, and shall have the right to inspect and test the scales on which such grain is weighed.

Right to Examine Bins.—All persons authorized by law to inspect or grade grain shall have the right to visit during business hours and examine all the bins of each warehouse and the grain therein.

Duties of Railway Companies.—Railway companies are prohibited from delivering any grain into any warehouse excepting the one to which it was consigned.

State Grain Inspection Department.—A department of record for the inspection and weighing of grain is established, called the State Grain Inspection Department.

Chief Inspector.—The governor appoints a suitable person, subject to confirmation by the senate, to act as chief inspector of grain for the state.

Duties of the Chief Inspector.—It is the duty of the chief inspector to have a general supervision of the inspection and weighing of grain, as required by the laws of the state; to supervise the handling, inspecting, weighing and storage of grain; to establish such necessary rules and regulations for the weighing, grading and inspection of grain as have not otherwise been provided for, and for the management of the public warehouses of the state, as such rules and regulations may be necessary to enforce the provisions of any law of the state in regard to the same; to keep proper records of all inspecting and weighing done, for which purpose he shall have power to employ the necessary office force and procure the necessary books, blanks and other material needed in order to keep perfect and proper records. He is required to investigate all complaints of fraud or oppression in the grain trade, and correct the same so far as may be in his power.

Assistant Inspectors.—The chief inspector recommends suitable persons to the governor for assistant inspectors, or weighmasters and other necessary employes, and the governor is authorized to make the appointments.

Oaths and Bonds.—All inspectors are required to take oaths of office and to furnish official bonds, with sureties to be approved as those of other appointed officers.

Grades.—The chief inspector is required, before the first day of September of each year, to establish grades for all kinds of grain, to be known as "Kansas grades," and he is authorized to notify the boards of trade in the state, so that they may send representatives to consult and counsel with him in establishing such grades. The grades so established

must be published in three daily papers in the state each day for the period of one week.

Samples.—The chief inspector is required to furnish standard samples of the grades so established, when requested, to elevator or warehouse men, at the actual cost thereof.

Fees.—The chief inspector is required to adjust the fees for inspecting and weighing grain, from time to time, in such manner as to produce a revenue sufficient to meet the necessary expenses of the service, and no more; such fees to be a lien on the grain inspected and weighed.

Reports.—The chief inspector is required to make to the auditor of state, on the first business day of each month, a full report of the work done in his department the preceding month.

Official Misconduct.—Whenever the chief inspector or assistant inspectors are guilty of official misconduct or neglect of duty they are liable to fine and imprisonment and loss of office. Bribery of an inspector is made a felony, punishable by confinement in the penitentiary at hard labor for a term not exceeding seven years.

Assuming to Act as Inspector.—Inspecting grain without being authorized thereto is made a misdemeanor punishable by fine and imprisonment.

Appeals.—In case any owner, consignee or shipper of grain, or any warehouse manager, shall be dissatisfied by the decision of any assistant inspector, an appeal is allowed to a standing committee of three, which the chief inspector is required to appoint at every point where state inspection is established. Such committee is to be composed of experienced grain men and their decision is to be final.

License.—The proprietor, lessee or manager of any public warehouse is required, before transacting any business, to procure from the regular chartered and acting board of trade in the nearest city of the first or second class, as the case may be, a license to transact business as a public warehouseman.

Bond.—The warehouseman is required to give a bond, with sureties approved by the board of trade mentioned in the last preceding paragraph, in the sum of not less than \$10,000 nor more than \$50,000, in the discretion of the board of trade issuing the license.

Penalties are imposed for transacting business without first securing a license and giving bond, as set forth in the last two preceding paragraphs.

Receiving Grain.—Warehousemen are required to receive for storage all grain tendered in suitable condition, and storage in separate bins is provided for.

Inspection.—Grain is required to be inspected both on being received in and delivered out of a warehouse.

Charges.—Charges for inspection are to be paid by warehousemen and added to the charges for storage.

Delivery of Grain.—On return of warehouse receipt properly indorsed, and tender of all proper charges, the property described in the receipt shall be immediately delivered to the holder of the receipt; on default the warehouseman is required to pay 1 cent per bushel, and a like sum for each day the default continues.

Statements.—A warehouseman is required to furnish a statement in writing, under oath, concerning the condition and management of his warehouse, at such times as the board of trade issuing his license requires.

Statements by Warehousemen.—Warehousemen are required, on or before Tuesday morning of each week, to make out and post up conspicuously in their respective business offices, statements of the amount of each kind and grade of grain in store at the close of business on the previous Saturday. Statements to the secretary of the board of trade issuing their licenses are also provided for.

Rates of Storage.—During the first week of September of each year it is made the duty of warehousemen to give public notice of the rates of storage for the ensuing year, which rates are not to be increased.

Loss of or Damage to Grain in Store.—Carefully drawn provisions of law relieve warehousemen from liability for loss of grain by fire or damage to grain while in their custody, provided reasonable care and vigilance have been exercised on their part.

Unlawful Combinations.—Combinations between warehousemen and railroad or other corporations or with individuals, by which property is to be delivered for storage or for any purpose contrary to the directions of the owner or his agent or consignee, are declared unlawful.

Mills at West Superior, Wis., are obliged to obtain a large proportion of present wheat supplies from elevators, owing to the fact that very little wheat is now coming to market.

The British steamship Astaball is loading 6,000 tons of oats at Portland for shipment to South Africa. The oats are for the British government and are being shipped by Kerr, Gifford & Co.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, June 7, 1902, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore	498,000	38,000	67,000	5,000	
Boston	1,044,000	10,000	2,000		
Buffalo	756,000	358,000	227,000	33,000	220,000
Chicago	4,119,000	2,143,000	525,000	265,000	
do. afloat					
Detroit	14,000		1,000	9,000	
Duluth	6,260,000	36,000	7,000	5,000	54,000
do. afloat					
Fort William	1,951,000				
do. afloat					
Galveston	104,000				
do. afloat					
Indianapolis	24,000	30,000	24,000	1,000	
Kansas City	5,000	108,000	61,000		
Minneapolis	83,000	8,000	91,000	9,000	15,000
do. afloat					
Minneapolis	6,123,000	39,000	75,000	2,000	6,000
Montreal	534,000	21,000	314,000	5,000	14,000
New Orleans	490,000	12,000			
do. afloat					
New York	621,000	154,000	200,000	51,000	76,000
do. afloat	13,000				
Peoria	53,000	67,000	112,000	17,000	
Philadelphia	256,000	2,000	25,000	26,000	
Pt. Arthur, Ont.	125,000				
do. afloat					
St. Louis	86,000	135,000	13,000	14,000	
do. afloat					
Toledo	25,000	215,000	168,000	54,000	1,000
do. afloat					
Toronto	6,000	9,000	14,000		
On Canals	855,000	129,000	306,000	85,000	20,000
On Lakes	1,274,000	716,000	251,000	18,000	
On Miss. River					
Grand Total	26,091,000	4,261,000	2,483,000	609,000	4,600
Corresponding date 1901	35,292,000	16,090,000	10,588,000	698,000	695,000
Weekly Inc.	2,513,000	31,000			
Weekly Dec.	2,513,000		572,000	53,000	1,300

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending June 7, as compared with same weeks last year, have been as follows:

Articles.	For week ending June 7, 1902.	For week ending June 8, 1901.	For week ending May 31, 1902.	For week ending June 1, 1901.
Wheat, bushels	2,666,000	3,065,000	2,670,000	3,571,000
Corn, bushels	50,000	2,079,000	16,000	2,733,000
Oats, bushels	372,000	811,000	279,000	1,320,000
Rye, bushels	153,000	153,000	102,000	129,000
Barley, bushels	17,000	93,000	35,000	67,000
Flour, barrels	24,000	369,800	30,000	273,500

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending June 12 has been as follows:

May.	NO. 2 R.W.H.T.	NO. 1 S.P.W.H.T.	NO. 2 CORN.	NO. 2 OATS.	NO. 2 R.YE.	NO. 1 N.W.	NO. 1 W.H.T.
12	83	84 1/4	74 1/4	75 1/4	61 1/4	62 1/4	44 1/4
13	82 1/4	85	75 1/4	76 1/4	62 1/4	63 1/4	44 1/4
14	83	84 1/4	75 1/4	76 1/4	62 1/4	63 1/4	44 1/4
15	82 1/4	84 1/4	74 1/4	75 1/4	62 1/4	63 1/4	44 1/4
16	82 1/4	83 1/4	74 1/4	75 1/4	61 1/4	62 1/4	43 1/4
17	79 1/4	81 1/4	74 1/4	75 1/4	60 1/4	61 1/4	43 1/4
18	80 1/4	82 1/4	74 1/4	75 1/4	60 1/4	61 1/4	43 1/4
19	82 1/4	83 1/4	74 1/4	75 1/4	61 1/4	62 1/4	43 1/4
20	80 1/4	82 1/4	74 1/4	75 1/4	61 1/4	62 1/4	43 1/4
21	80 1/4	82 1/4	74 1/4	75 1/4	61 1/4	62 1/4	43 1/4
22	79 1/4	81 1/4	73 1/4	74 1/4	60 1/4	61 1/4	43 1/4
23	79 1/4	81 1/4	73 1/4	74 1/4	60 1/4	61 1/4	43 1/4
24	80 1/4	82 1/4	73 1/4	74 1/4	61 1/4	62 1/4	43 1/4
25	81 1/4	83 1/4	74 1/4	75 1/4	62 1/4	63 1/4	43 1/4
26	81 1/4	83 1/4	74 1/4	75 1/4	62 1/4	63 1/4	43 1/4
27	81 1/4	83 1/4	74 1/4	75 1/4	62 1/4	63 1/4	43 1/4
28	80 1/4	82 1/4	73 1/4	74 1/4	61 1/4	62 1/4	43 1/4
29	79 1/4	81 1/4	72 1/4	73 1/4	60 1/4	61 1/4	43 1/4
30	79 1/4	81 1/4	72 1/4	73 1/4	60 1/4	61 1/4	43 1/4
31	79 1/4	81 1/4	72 1/4	73 1/4	60 1/4	61 1/4	43 1/4
June—	79 1/4	81 1/4	72 1/4	73 1/4	60 1/4	61 1/4	43 1/4
1	78 1/4	80 1/4	71 1/4	72 1/4	59 1/4	60 1/4	42 1/4
2	78 1/4	80 1/4	71 1/4	72 1/4	59 1/4	60 1/4	42 1/4
3	78 1/4	80 1/4	71 1/4	72 1/4	59 1/4	60 1/4	42 1/4
4	78 1/4	80 1/4	71 1/4	72 1/4	59 1/4	60 1/4	42 1/4
5	78 1/4	80 1/4	71 1/4	72 1/4	59 1/4	60 1/4	42 1/4
6	78 1/4	80 1/4	71 1/4	72 1/4	59 1/4	60 1/4	42 1/4
7	78 1/4	80 1/4	71 1/4	72 1/4	59 1/4	60 1/4	42 1/4
8	78 1/4	80 1/4	71 1/4	72 1/4	59 1/4	60 1/4	42 1/4
9	78 1/4	80 1/4	71 1/4	72 1/4	59 1/4	60 1/4	42 1/4
10	78 1/4	80 1/4	71 1/4	72 1/4	59 1/4	60 1/4	42 1/4
11	78 1/4	80 1/4	71 1/4	72 1/4	59 1/4	60 1/4	42 1/4
12	78 1/4	80 1/4	71 1/4	72 1/4	59 1/4	60 1/4	42 1/4

*Holiday.
During the week ending May 16, Prime Contract Timothy Seed sold at \$6.40@6.50 per cental; Prime Contract Clover Seed at \$8.35; Hungarian at \$1.70@2.05; German Millet at \$1.50@2.25; buckwheat at \$1.40@1.55 per 100 pounds.

During the week ending May 23, Prime Contract Timothy Seed sold at \$6.30@6.35 per cental; Prime Contract Clover Seed at \$8.35; Hungarian at \$1.60@1.90; German Millet at \$1.50@2.25; buckwheat at \$1.40@1.55 per 100 pounds.

During the week ending May 30, Prime Contract Timothy Seed sold at \$6.30@6.35 per cental; Prime Contract Clover Seed at \$8.35; Hungarian at \$1.60@

1.75; German Millet at \$1.50@2.25; buckwheat at \$1.40@1.55 per 100 pounds.

During the week ending June 6, Prime Contract Timothy Seed sold at \$6.30@6.35 per cental; Prime Contract Clover Seed at \$8.35; Hungarian at \$1.60@1.75; German Millet at \$1.50@2.25; buckwheat at \$1.50@1.60 per 100 pounds.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of May, 1902:

BALTIMORE—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce:

Articles.	Receipts.	Shipments.
Wheat, bushels	1,191,036	1,697,582
Corn, bushels	392,176	2,227,631
Oats, bushels	329,518	1,275,003
Barley, bushels	23,069	42,412
Timothy Seed, bushels		22,005
Clover Seed, bushels		
Hay, tons	5,859	5,101
Flour, bbls.	365,328	323,859

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce:

Articles.	Receipts.	Shipments.
Wheat, bushels	1,655,353	2,973,428
Corn, bushels	79,235	1,596,846
Oats, bushels	585,246	1,603,049
Barley, bushels	3,426	1,034
Rye, bushels		
Flax Seed, bushels		
Hay, tons	19,180	8,930
Flour, barrels	158,293	188,661

BUFFALO—Reported by T. Howard Mason, secretary of the Merchants' Exchange:

Articles.	Receipts.	Shipments.
Wheat, bushels	6,981,053	11,259,621
Corn, bushels	2,806,631	5,873,268
Oats, bushels	2,388,924	4,796,233
Barley, bushels	8,600	226,350
Rye, bushels	645,401	335,000
Timothy Seed, lb.		
Grass Seed, lb.	5,100	1,300
Flaxseed, bushels	920,000	120,000
Hay, tons		
Flour, barrels	1,245,647	1,302,543

CHICAGO—Reported by George F. Stone, secretary of the Chicago Board of Trade:

Articles.	Receipts.	Shipments.
Wheat, bushels	999,150	1,751,816
Corn, bushels	2,719,746	11,566,961
Oats, bushels	5,980,931	8,886,392
Barley, bushels	780,450	373,900
Rye, bushels	48,700	165,250
Timothy Seed, lb.	135,540	1,281,800
Clover Seed, lb.	43,970	227,070
Other Grass Seed, lb.	523,400	640,736
Flaxseed, bushels	108,578	2,932,827
Broom Corn, lb.	2,077,440	1,538,850
Hay, tons	17,144	12,950
Flour, barrels	477,251	675,050

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

Articles.	Receipts.	Shipments.
Wheat, bushels	145,939	53,051
Corn, bushels	427,768	814,696
Oats, bushels	294,044	456,542
Barley, bushels	4,847	43,307
Rye, bushels	26,854	43,538
Timothy Seed, bags	291	192
Clover Seed, bags	1,141	632
Other Grass Seeds, bags	4,471	3,760
Hay, tons	17,505	7,849
Flour, barrels	104,765	236,002

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade:

Articles.	Receipts.	Shipments.
Wheat, bushels	100,677	214,846
Corn, bushels	90,163	69,870
Oats, bushels	239,468	297,223
Barley, bushels	39,100	83,386
Rye, bushels	9,682	7,385
Hay, tons		19,313
Flour, barrels	29,600	26,300

DULUTH—Reported by S. A. Kemp, secretary of the Board of Trade:

Articles.	Receipts.	Shipments.
Wheat, bushels	238,213	504,978
Corn, bushels	48,487	134,761
Oats, bushels	2,564	28,360
Barley, bushels	3,009	863
Rye, bushels	49,328	51,000
Flaxseed, bushels	49,151	185,005
Flour, barrels	887,155	597,300

GALVESTON—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade:

Articles.	Receipts.	Shipments.
Wheat, bushels		62,452
Corn, bushels		846,640

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

Articles.	Receipts.	Shipments.
Wheat, bushels	683,200	2,263,800
Corn, bushels	1,429,600	697,000
Oats, bushels	645,600	528,000
Barley, bushels	4,000	538,800
Rye, bushels	10,400	13,000
Flaxseed, bushels	1,600	2,400
Hay, tons	10,280	8,830
Flour, barrels		72,000

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce:

Articles.	Receipts.	Shipments.
Wheat, bushels	256,800	691,200
Corn, bushels	72,200	213,750
Oats, bushels	581,100	835,900
Barley, bushels	467,400	301,950
Rye, bushels	39,200	119,200
Timothy Seed, lb.	5,200	110
Clover Seed, lb.	98,805	3,410
Flaxseed, bushels	725	2,175
Hay, tons	8,433	1,459
Flour, barrels	250,825	253,485

MONTREAL—Reported by Geo. Hadrill, secretary of the Board of Trade:

Articles.	Receipts.	Shipments.
Wheat, bushels	4,813,642	2,216,730
Corn, bushels	45,357	1,211,555
Oats, bushels	316,782	835,884
Barley, bushels	61,406	296,024
Rye, bushels	77,382	182,303
Flaxseed, bushels		117,500
Flour, bbls.	158,789	137,812

MINNEAPOLIS—Reported by G. D. Rogers, secretary of the Chamber of Commerce:

Articles.	Receipts.	Shipments.
Wheat, bushels	3,531,340	4,199,110
Corn, bushels	218,940	259,720
Oats, bushels	403,490	109,780
Barley, bushels	26,520	37,090
Rye, bushels	28,610	35,100
Flaxseed, bushels	69,360	150,040
Hay, tons	2,464	2,672
Flour, barrels	19,060	15,737

NEW ORLEANS—Reported by Hy. H. Smith, secretary of the Board of Trade:

Articles.	Receipts.	Shipments.
Wheat, bushels	775,018	1,666,711
Corn, bushels	81,000	630,974
Oats, bushels	98,782	384,011
Rye, bushels		22,770
Flour, barrels	31,600	29,930

PHILADELPHIA—Reported by A. D. Acheson, secretary of the Commercial Exchange:

Wheat, bushels.....	1,495,562	783,361	1,331,632	723,744
Corn, bushels.....	103,802	1,262,676	4,385	1,089,558
Oats, bushels.....	266,968	939,371		981,020
Barley, bushels.....	800	1 60		
Rye, bushels.....		2,40		
Timothy Seed, bags.....	80	2		
Clover Seed, bags.....		8		
Flaxseed, bushels.....	44,000	30,40		
Hay, tons.....	5,590	7,490		
Flour, bbls.....	332,729	295,414	250,483	206,336

ELEVATOR

GRAIN NEWS

ILLINOIS.

C. A. Davis is erecting an elevator at Lovington, Ill.

Andrew Drohan is erecting an elevator at Danvers, Ill.

Nicholas Bentz recently sold his elevator at Macon, Ill.

The Neola Elevator Co. has completed its new elevator at Baker, Ill.

It is reported that C. J. Meyer will erect an elevator at Peotone, Ill.

O. J. Roberts' elevator at Roberts, Ill., is being extensively remodeled.

John Schultz of Beardstown, Ill., is building an elevator at Browning.

John Sipp is building a new 30,000-bushel grain elevator at Bourbon, Ill.

J. H. Parrish is making general repairs about his grain elevator at Homer, Ill.

A 50,000-bushel addition is being placed on the elevator at Camp Grove, Ill.

E. F. Verry & Son contemplate the erection of a large elevator at Arminington, Ill.

W. A. Rosenberger, a grain buyer at Papineau, Ill., is reported as being bankrupt.

Condon & Kleiss are making numerous repairs about their elevator at Pesotum, Ill.

William Burick of Miner, Ill., will add a fed mill to his grain elevator for feed grinding.

Roberts, Moschel & Mosiman of Morton, Ill., will build a new grain elevator at Goodfield.

The St. Jacob Grain Co., St. Jacob, Ill., has been incorporated with a capital stock of \$2,500.

Amsler Brothers have installed a 35-horsepower boiler in their grain elevator at Longview, Ill.

Spang & Austin are building a large elevator in connection with their mill at Georgetown, Ill.

The Tuscola Grain & Coal Co., Tuscola, Ill., has increased its capital stock from \$2,750 to \$7,000.

R. B. Andrews has bought the elevator at Macon, Ill., owned by Bentz & Benders of Nokomis, Ill.

The Farmers' Grain, Coal & Lumber Co. of Wapella, Ill., have decided to rebuild their elevator.

J. H. Ward & Co. of Atlanta, Ill., has bought the elevator at Mt. Joy, Ill., owned by Ezra Kenyon.

It is announced that Carrington, Patton & Co. are building new elevators at Tucker and Bradley, Ill.

P. L. Fuson is building a new elevator at Chesterville, Ill., to replace the one burned some time ago.

S. E. Bear of Bearsdale, Ill., will increase the capacity of his elevator at that place and add new machinery.

R. G. Risser of Kankakee has sold his mercantile and grain business at Savoy, Ill., to W. Murray of Eureka.

Ed. Morris is building an elevator at Magnet, Ill., to take the place of one destroyed by fire a few months ago.

Smith, Hippen & Co. of Pekin, Ill., are having a large stern wheel towboat built for towing their grain barges.

Smith, Hippen & Co., Pekin, Ill., whose large elevator was destroyed by fire on May 15, will rebuild on a larger scale.

Robert Musser has sold his grain, lumber and coal business at Orangeville and Buena Vista, Ill., to Chicago parties.

J. H. Ward & Co. of Atlanta, Ill., have purchased E. W. Kenyon's interest in the grain business at Mount Joy switch.

C. A. Hight & Co. of Dalton City, Ill., are contemplating building a 30,000-bushel addition to their elevator at that place.

The Crocker-Costello Company shipped from Mt. Auburn, Ill., the first car of grain over the new line of the I. D. & W. Railroad.

The Farmers' Elevator Co. will build an elevator at Delavan, Ill., as soon as they can obtain a site from the railroad company.

Coon Bros. of Rantoul, Ill., have sold their elevator at St. Joseph to I. N. Walker of that place and U. G. Swearingen of Champaign. It is re-

ported that Coon Bros. intend to engage in the rice growing business in Texas on a large scale.

George D. Montelius & Co. of Piper City, Ill., have just completed a 32,000-bushel addition to their grain elevator.

S. B. Dugger has purchased from C. W. Switzer the elevators at Womac, Ill. Mr. Dugger has heretofore been engaged in farming.

The elevator at Savanna, Ill., belonging to the Bosch-Ryan Grain Company of Davenport, Iowa, is to be remodeled this summer.

The elevator of J. F. Benson and L. S. Bradford at Colfax, Ill., has been closed by the sheriff under judgments aggregating about \$5,500.

William Murray of Champaign, Ill., has awarded the contract to G. T. Burrell & Co. for a new 40,000-bushel steel elevator at Savoy, Ill.

John Weimer has sold his elevator on the Peoria and Springfield branch of the C. & A., at Winkle Station, to J. & F. J. Rapp of San Jose, Ill.

R. F. Cummings, William Nash and Wm. H. Van Sant of Clifton, Ill., have incorporated the R. F. Cummings Grain Co., with a capital of \$9,000.

The McDowell Farmers' Elevator Co., McDowell, Ill., has been incorporated with a capital stock of \$2,500. They will erect a 20,000-bushel elevator.

Rogers, Bacon & Co. of Chicago, Ill., are building a 40,000-bushel grain elevator at DeWitt, Ill. Contract was awarded to G. T. Burrell & Co.

A. T. Sumner & Brother of Milford, Ill., are building a new 20,000-bushel fireproof steel elevator at that place. G. T. Burrell & Co. have the contract.

Bartlett, Kuhn & Co. have contracted with the Barnett & Record Co. of Minneapolis for improving and greatly enlarging their elevator plant at Dixon, Ill.

J. N. Hairgrove and Edward Barr of Virden, Ill., have purchased the elevator property of the Carlinville Coal Co. at Carlinville and are making some repairs on the same.

August and Edward Plagge have succeeded to the grain and general store business of their brother, William Plagge. They intend making some improvements in their elevator.

The Howard Grain, Mercantile & Elevator Company of Howard, Ill., has been incorporated, with a capital stock of \$5,000, by C. G. Garber, George L. Beatty and W. S. Hinton.

The Sidell Grain Company of Sidell, Ill., has awarded its contract to the Seckner Company for a new grain elevator at Olive Branch, Ill. They contemplate building a transfer elevator at Mt. Vernon.

Faith & Dewein of Warrensburg, Ill., will increase the capacity of their elevator at Heman, Ill., to 35,000 bushels, installing a new Model Gasoline Engine. The Marseilles Manufacturing Company has the contract for the machinery.

Oscar Jones has purchased four 22-horsepower Fairbanks-Morse Gasoline Engines for his elevators at Horace, Metcalf, Mortimer and Hildreth, Ill. He is rebuilding the elevator at Horace and has purchased new machinery outfits for three of his houses.

The Costello-Weiser Grain Company has been organized for the purpose of handling grain at Stonington, Ill., on the St. Louis branch of the Wabash, succeeding the firm of Weiser & Son of that place. Fred F. Weiser of Stonington will have a small interest in the business and be the resident manager.

Last month we stated that the Jennings Elevator at Gays, Ill., had been torn down to make way for a new one to be erected by the Cleveland Grain Co. We were misinformed, as the new elevator is to be erected by the Mattoon Elevator Co. of Mattoon, Ill. It will have a capacity of 35,000 bushels.

Z. W. Graff has sold his elevator and grain business at Middletown, Ill., to G. H. Warren, whose elevator was destroyed by a cyclone a year ago. Mr. Graff had ordered new machinery from the Marseilles Mfg. Co., but after making the deal he canceled the order and will spend the summer in the West with his family.

EASTERN.

H. C. Morse has sold out his grain business at Waterville, Maine.

C. F. Eddy is building a grain elevator near his coal yard at West Newton, Mass.

R. W. Jennings has purchased the grain store of George W. Green at Torrington, Conn.

The Keystone Commercial Co. has been incorporated at Pittsburg, Pa., and succeeds to the storage

warehouse and grain and produce business of the Henderson-Johnston Co.

John H. Putnam has engaged in the grain and hay business at Baldwinsville, Mass.

Joseph Supernaut has engaged in the grain business with his brother at Central Falls, Mass.

Dixon & McIntyre have sold their grain business at Portsmouth, N. H., to a Mr. Kilburn.

The Cumberland Valley Railroad Company is to erect an elevator and warehouse at Halfway, Md.

George W. Ladd has sold his grain and hay business at Somerville, Mass., to Hobart S. Palmer.

The Henderson-Johnson Company, doing a wholesale grain business at Pittsburg, Pa., has been dissolved.

Howard C. Morse of Waterville, Maine, has sold his elevator and mill to Merrill, Runnells & Mayo Company.

Bryant & Soule, grain dealers at Middleboro, Mass., have opened a downtown grain store in Thatcher's block.

The firm of Shovan & Higgins, grain dealers at West Orange, Mass., has dissolved, Mr. Shovan continuing in the business.

Norton & Warren of Springfield, Mass., have purchased for \$8,000 the grain elevator of the late T. Elmer Gould at Warren, Mass.

The mill property of the late E. S. Cargill has been purchased by the North Attleboro Grain Co. of North Attleboro, Mass. They have been occupying this property for some time.

D. C. Holmes & Co. have purchased the grain, hay and coal business of Edwin H. Lathrop at West Bridgewater, Mass. This business was established eight years ago and has become quite extensive.

It is reported that a new steel elevator is soon to be built at Black Rock, near the international bridge, Buffalo, N. Y. It is designed to have hopper scales and storage for 50,000 bushels ready for fall shipments.

CENTRAL.

S. F. Ghine has gone out of the grain business at Fremont, Ind.

W. E. George is preparing to erect an elevator at Gettysburg, Ohio.

D. A. Baker, grain dealer at Fayette, Ohio, will move to Butler, Ind.

The Samuel Born Company, Lafayette, Ind., has applied for a receiver.

Cadwell & French have commenced work on an elevator at McBride, Mich.

W. H. Small & Co. are enlarging their grain elevator at Evansville, Ind.

Ross Brothers have started work on their new elevator at Beaverton, Mich.

T. W. Swift of Battle Creek, Mich., will erect a grain elevator at Union Mills.

H. W. De Vore & Co. have sold out their grain business at Millersburg, Ohio.

Francis M. Thurber, grain dealer at Ossian, Ind., has sold out his hardware stock.

Ross Bros. are about to commence the erection of a grain elevator at Beaverton, Mich.

Sneath & Cunningham are building an 8,000-bushel elevator at McCutchenville, Ohio.

Charles F. Walters has taken L. B. Swem as a partner in his grain business at Jackson, Ind.

The Standard Cereal Co. has been incorporated at Chillicothe, Ohio, and will be a large consumer of corn.

F. F. and E. S. Summers have taken possession of the elevator which they recently purchased at Ambia, Ind.

Wilbert Hawkins of Oxford has purchased and taken possession of Frank Pence's elevator at Williamsport, Ind.

S. M. Isbell Company of Jackson, Mich., has leased A. McClay's elevator at Munith. Bert Dean is in charge for them.

S. E. De Wolfe of Marion, Ohio, is overhauling his grain elevator and installing a traveling brush Dustless Clipper Cleaner.

The Michigan Milling Company of Ann Arbor are refitting their elevator with a No. 9 Clipper Roll Bean Cleaner and an outfit of Clipper Picking Tables.

The Union Elevator at 197 Merwin street, Cleveland, Ohio, has been taken over by a stock company incorporated as the Union Elevator Company with a capital stock of \$50,000. John Teagle has

been chosen president; Frank C. Roe, vice-president and manager; O. W. Trapp, secretary and treasurer.

Bernard Ludeman has sold his grain elevator at Pine Village, Ind., to David A. Lawson. Mr. Lawson took possession on June 9.

William F. Banta of Ridgefarm, Ill., contemplates the erection of an elevator on the site of the recently burned mill at Newport, Ind.

Eben Harnden of Brown City, Mich., contemplates erecting an elevator and grain and hay warehouse at Sanilac Center, Mich., this summer.

Campbell & Co. of Kendallville, Ind., are building a new grain elevator at Burr Oak, Mich. The Seckner Company is the contractor in charge.

Crukshank Bros. of Prairie Depot have purchased the site of the burned elevator at McComb, Ohio, and will erect a 30,000-bushel elevator thereon.

The Rockafellow Grain Company of Carson City, Mich., are putting in another Clipper Roll Bean Cleaner with traveling brushes and dustless attachment.

E. L. Carroll is completing a 15,000-bushel elevator at Curryville, Ill. It will have a wheat separator, 25-horsepower gasoline engine, two dumps and five stands of elevators.

Anthony Brothers will erect an elevator at Markle, Ind., this summer. It will double the size of the one destroyed and will have three stands of elevators, two dumps and two cleaners.

The North Branch Grain Company of North Branch, Mich., will enlarge and remodel its plant this summer. A bean handling and picking department will be a new feature of the business.

The Detroit Elevator Company have contracted for the erection of an elevator at Standish, Mich. It will be 24x40 feet, 30 feet high, and have a warehouse room attached, 24x54 feet, 16 feet high. It will have gasoline engine power.

J. D. Hawk, formerly of the grain firm of Gregory & Hawk, Pittwood, Ill., has formed a partnership with W. G. West, formerly of Washburn, Ill., and purchased elevator plants at Rob Roy and Aylesworth, in Indiana. Mr. Hawk will look after this business while Mr. West cares for his grain business at Attica, Ind.

WISCONSIN AND MINNESOTA.

J. H. James is building an elevator at Reading, Minn.

The Watson Elevator at Barrett, Minn., is being improved.

An elevator will be built at Preston, Minn., by Minneapolis parties.

The farmers' elevator organization at Minneola, Minn., is being dissolved.

Work is in progress on Charles Kuehn's new elevator at Horicon, Wis.

A farmers' elevator company has been organized to build an elevator at Wheaton, Minn.

A number of improvements have been made on the Farmers' Elevator at Barrett, Minn.

Pieper & Grant have succeeded to the elevator business of A. H. Pieper at St. Cloud, Wis.

Thomas Grimm has purchased the grain elevator and feed mill of James Lytle at Jefferson, Wis.

The Myrtle Grain Company of Myrtle have purchased the Stickney Elevator at London, Minn.

The Finch-Parker Grain Co. have sold their elevators at Tracy and Revere, Minn., to New Ulm parties.

W. F. Markham has moved from Waltham to Sargent, Minn., where he recently purchased an elevator.

The Peavey Elevator Company will equip their elevator at Lime Creek, Minn., with an improved Hall Distributor.

The Cargill Elevator at New London, Minn., which has been in charge of Justin Jacobson, is closed down for the summer.

E. L. Gilbert of Algona, Iowa, has purchased the Armstrong Elevator at Armstrong, Minn., and will operate it the coming season.

At West Superior, Wis., the J. L. Ross Company are extensively repairing their elevator and will install the Hall Grain Distributor.

The Peavey Elevator Company have sold their entire line of houses on the St. Louis from Minneapolis to Watertown to E. L. Welch & Co., a new wheat firm of Minneapolis. The transfer takes place July 1.

The Spencer Grain Company of Minneapolis purchased sixteen country elevators along the Hastings & Dakota division of the Milwaukee road formerly controlled by S. Strong & Co., and also several other properties on the Fargo & Southern division

of the Breckenridge division of the Great Northern, which were owned by the Citizens' Elevator Company of Minneapolis.

The Echo Milling Co., Echo, Minn., have contracted with Houstain & Co. of Minneapolis for the erection of an elevator to be completed by August 1.

The Schmitt-Howe Grain Company, Superior, Wis., has been incorporated with a capital stock of \$50,000, by M. P. and Michael Schmitt and John Howe.

The Farmers' Elevator at Correll, Minn., has been purchased by the Lake Preston Milling Company of Lake Preston, S. D. R. D. Johnson will continue in charge.

The Tanberg-Siebens Company, Spring Valley, Pierce County, Wisconsin, has been incorporated with a capital of \$30,000, to deal in grain, lumber and farm implements.

The new elevator now being constructed at Milroy, Minn., by Younglove & Boggess Company, contractors, will be equipped with an improved Hall Grain Distributor.

In settling up the affairs of the St. Paul & Kansas City Grain Co. of Minneapolis the assignee finds there will be only \$350,000 to apply on the indebtedness of \$622,261.55.

A recent incorporation is the Osceola Mill & Elevator Company, Osceola, Polk County, Wis.; capital stock, \$50,000; incorporators, C. C. Ladd, J. H. Brandt, Frank O. Nagler.

S. H. Tromanhauser is building a 30,000-bushel brick grain tank for Gregory & Jensen of Minneapolis. The side walls of this structure will curve inward instead of outward, as is usual.

The W. S. Cleveland Elevator Building Company has the contract for erecting a frame elevator for the Brooks Elevator Company, on the N. P. tracks in Southeastern Minneapolis.

The Atlas Elevator Company of Minneapolis, who are building new and repairing old houses at various stations, will place the Hall Distributor in their buildings at Garretson, S. D., and also at Lester, Iowa.

F. C. Moss Jr., L. J. Moss and E. W. Duncan have disposed of their interest in the Standard Grain Company of Duluth to George L. Hicks and P. Eimon. Mr. Hicks becomes manager of the company and Mr. Eimon vice-president.

The Farmers' Elevator Company are making improvements in their elevator at West Concord, Minn. A feed mill and dump scales will be put in; also a couple of friction clutches, so that different parts of the machinery can be operated separately.

E. S. Woodworth & Co. are erecting a 1,000,000-bushel storage plant in connection with their present working house in Southeast Minneapolis. The plant will consist of 21 concrete tanks and the contract has been placed with C. F. Haglin of Minneapolis, who expects to complete it by October 1.

The Western Elevator Company has purchased the interests of the several grain companies now located at Winona, which will hereafter be operated from Winona, Minn., under the name of the Western Elevator Company. The officers will be: President, Charles Horton; first vice-president, W. B. Parsons; second vice-president, W. P. Tearse; treasurer, R. E. Tearse; secretary, F. D. Dyer. The management of the business will be in the hands of R. E. Tearse, who will have charge of the coarse grains department; W. B. Parsons, in the wheat department, and E. D. Dyer, in the terminal elevator, barley and seeds department. In addition to their grain business, the company will open coal yards.

IOWA.

P. M. Howard is repairing his elevators at Dayton, Iowa.

Cowden & Rankin have a fine new elevator at Riverton, Iowa.

W. H. Sipp has gone out of the grain business at State Center, Iowa.

Wm. Thomas recently sold out his grain business at Graettinger, Iowa.

A. F. Bridger has sold his elevator at Richland, Iowa, to a grain company.

McKee & Walkenshaw have sold out their grain business at Blanchard, Iowa.

H. D. Everingham of Fort Madison will build an elevator at Stockport, Iowa.

J. H. De Vries has engaged in the grain and stock business at Aplington, Iowa.

The Farmers' Elevator Company, Badger, Iowa, has incorporated with a capital stock of \$10,000.

A. M. Honge is president; A. P. Hanson, treasurer, and Charles Arent, secretary.

The farmers are taking steps to organize an elevator company at Dougherty, Iowa.

The grain business of J. A. Funk & Co. at Blanchard, Iowa, is continued by J. A. Funk.

The Deveraux Elevator at Maple Hill, Iowa, is being repaired and a new scale installed.

The Cassidy & Whiting Elevator at Whiting, Iowa, will be increased to over 20,000 bushels.

The Wells-Hord Grain Company of Central City, Neb., has been licensed to do business in Iowa.

Ringgenberg & Glasna have succeeded to the grain business of S. R. Ringgenberg at Lytton, Iowa.

Spencer Smith of Wauke, Iowa, recently sold his elevator to the Des Moines Elevator Company.

Robert Foster, Mediapolis, Iowa, has sold his elevator interest to his partner, W. H. Morehead.

An addition to the Nye & Schneider Company's elevator at Fort Dodge, Iowa, is nearly completed.

The Neola Elevator Company, Parnell, Iowa, has arranged for the dumping of ear corn without shoveling.

The D. Rothschild Grain Co., Davenport, Ia., is improving and enlarging the old Seaverns plant at that place.

A 22-horsepower gasoline engine has been substituted for the steam engine at the Elliott Elevator, Whiting, Iowa.

Cassady & Whiting are completing a new elevator at Whiting, Iowa. It has been furnished with a Hall Distributor.

The Danner Mill Company are making some improvements in the elevator which they recently purchased at Blanchard, Iowa.

At Clarion, Iowa, the Younglove & Boggess Company, contractors, are equipping a new elevator with an improved Hall Distributor.

Clint Devilbiss of Guthrie Center, Iowa, made a recent purchase of 8,000 bushels of corn at 51 cents. Part of it was two years old.

Clark Brown has purchased from the Northern Iowa Grain Company the elevator at Bradgate, which he has had charge of for some time.

The Northern Iowa Grain Company recently sold its elevator at Rolfe to the Rolfe Grain Company and at Sioux Rapids to Chas. Liking & Co.

Elliott & Son of Whiting, Iowa, will include the Hall Distributor in the machinery equipment for their new elevator, which is just about completed.

The Northern Grain Company's elevator at Grand Mound, Iowa, is completed, and work is now in progress on one for the Wells-Hord Grain Company.

The Farmers' Elevator Company, Gowrie, Iowa, have contracted for the erection of an elevator and brick office and engine room, to be completed by August 1. It will cost about \$3,000.

The equipment for the new elevator of John Osborne of Scranton, Iowa, will be furnished by the Marseilles Manufacturing Company, and will include the Hall Distributor.

WESTERN.

A warehouse 50x150 feet will be built at Palouse, Wash., by J. A. Miller.

The Sheldon Milling Co., Rockford, Wash., are erecting a 100,000-bushel grain elevator near their mill.

Mr. Wormell's interest in the warehouse firm of Wormell & Jones at Asotin, Wash., has been purchased by M. B. Coon.

An elevator of some 500,000-bushels' capacity is to be erected at Bozeman, Mont., in connection with a large flour mill to be built by Nelson Story.

The Benepe-Owenhouse Co. of Bozeman, Mont., will erect a 130,000-bushel grain elevator at Belgrade. Steel storage tanks will also be erected next year.

Charles Hungate has disposed of 69,400 bushels of wheat at Walla Walla, Wash., at 58 cents, the top price there this year. It was sold in three lots, going to Portland, Waitsburg and Walla Walla parties.

Walter E. Markham of Walla Walla has succeeded E. M. Denton as manager of the Puget Sound Warehouse Company's business at Waitsburg, Wash., and the latter re-enters the employ of Kerr, Gifford & Co.

The Kettenbach Grain Company will increase the size of their warehouse at Kendrick, Idaho, to 30x300 feet. They operated this warehouse last year under lease but recently purchased it from Balfour, Guthrie & Co. The Kettenbach Company

will also enlarge their warehouses at Sweetwater and Lapwai.

Kerr, Gifford & Co. of Portland, Ore., have chartered the British steamship Oceano to carry 450,000 bushels of oats to South Africa. It is said that this will be the largest grain cargo ever taken from the Pacific Coast.

The Seattle Cereal Company of Seattle, Wash., recently purchased 45,000 sacks of oats in the Skagit Flats country, practically cleaning up that section. They paid \$30 per ton, said to be the highest price ever reached there with but one exception.

During the month of May 904 cars of grain were received at Tacoma, thus breaking the record. Of this total 778 cars were wheat, 100 cars oats, 24 cars barley and 2 cars corn. The total wheat receipts for 12 months are 13,089,240 bushels or 13,940 cars.

SOUTHERN.

J. T. Rather & Co. are completing a new grain warehouse at Murfreesboro, Tenn.

L. D. Addison will erect a wheat elevator in connection with his recently acquired mill at Addison, Ky.

The Statesville Flour Mills, Statesville, N. C., will erect a 25,000-bushel elevator to be operated in connection with the mill.

The Numa Grain, Fuel & Live Stock Company of Numa, Grant County, Oklahoma, has been incorporated with a capital stock of \$4,000.

E. R. & D. C. Kolp will erect an elevator in Fort Worth, Texas, near the intersection of the Cotton Belt and Ft. Worth & Denver railroads.

The Farmers' Co-operative Grain Co., Stillwater, Okla., has been incorporated with a capital of \$25,000 by A. A. Ware, O. W. Annis and others.

The City Grain & Feed Company of Columbia, Tenn., will soon begin the erection of a fine modern elevator of 75,000 to 100,000 bushels' capacity.

The creditors of the late grain firm of Edward Moon & Co., Memphis, Tenn., have agreed to settle on a basis of about 40 per cent and withdraw bankruptcy proceedings.

The C. Bellinger Grain Company, Beaumont, Tex., has been incorporated with a capital stock of \$20,000. The incorporators are C. Bellinger, R. R. B. Henry and Robert E. Mackan.

The Oklahoma Milling & Elevator Company, Okene, Okla., has been incorporated, with a capital stock of \$50,000, by E. A. Stevens, G. W. Stevens, J. A. Roberts, W. S., R. Y. and C. L. Power.

The Kansas City branch of the Marseilles Mfg. Co. has orders for the machinery outfits for the following new elevators in Oklahoma: Stinson & Caldwell, Wheatland; C. M. Maple, Glencoe; H. H. Klein, Hitchcock.

It is reported that a large storage plant and elevator which will cost about \$110,000 is to be erected in the near future at the foot of Georgia street, between the Frisco tracks and the river, at Memphis, Tenn. The gentlemen interested in the new venture are W. A. Eldridge, G. W. Macrae, J. M. Hill, E. B. McHenry, E. L. Menager, Percy H. Patton and W. G. Stewart. Mr. Eldridge will be secretary and treasurer, and Mr. Patton general manager. In connection with the elevator the company will have a wharf boat.

THE DAKOTAS.

A farmers' elevator is in prospect for Chancellor, S. D.

It is stated that Perth, N. D., will have two new elevators.

Charles Ives will build a 20,000-bushel elevator at Bowbells, N. D.

The Imperial Elevator at Galchutt, N. D., is undergoing repairs.

O. F. Bowles has a newly completed elevator at Dell Rapids, S. D.

The Cargill Elevator Company are enlarging their elevator at Easby, N. D.

The Northwestern Elevator at Arthur, N. D., has been extensively repaired.

F. H. Lynn has purchased the grain business of R. B. Smith at Bard, S. D.

The Russell-Miller Milling Company will build an elevator at Eldridge, N. D.

J. Beith has made important improvements in his elevator at Wheatland, N. D.

Doyon & Wilson have installed a new cleaner in their elevator at Doyon, N. D.

The South Dakota Grain Company, Parkston, S. D., has been incorporated with a capital of

\$50,000 by John Kayser, John Deering, D. Meisenholder and J. S. Mussler.

The Northwestern Elevator at Grandin, N. D., was extensively repaired last month.

The Duluth Elevator Company have greatly improved their plant at Emerado, N. D.

It is reported that the Duluth Elevator Company will erect an elevator at Hannah, N. D.

J. E. Carlton of Emery has purchased the Scott-Logan Elevator at Bridgevater, S. D.

An elevator is to be built at Fairmount, N. D., to replace the one burned last month.

A warehouse is being erected in connection with the Farmers' Elevator at Clear Lake, S. D.

The St. Anthony & Dakota Elevator at Devils Lake, N. D., is being repaired and improved.

The Imperial Elevator Company have opened their new 35,000-bushel house at York, N. D.

P. Vandenoever will erect an elevator at Minot, N. D., as will also the G. S. Barnes Company.

The St. Anthony & Dakota Elevator Company have erected an elevator at Willow City, N. D.

The organization of the Farmers' Elevator Company, Spiritwood, N. D., will be completed on June 21.

The Farmers' Elevator Company, Hartford, S. D., has contracted for the erection of a 20,000-bushel elevator.

The Gayville Elevator Company, Gayville, S. D., will build an addition to their elevator for storing flour and feed.

The St. Anthony & Dakota Elevator Company has purchased A. K. Tweto's elevators at Brushvale and Pitcairn, N. D.

W. W. Archer has sold his elevator at Finley, N. D., to A. O. Cornwall of Minneapolis, possession being given June 15.

The three elevators at Rugby, N. D., are being moved back 70 feet to enable the Great Northern to put in more side tracks.

Morgan & Colburn, lumber merchants at Springfield, S. D., have purchased the elevator and grain business of Lehr & Burbeck at that place.

The Canton Grain Company of Canton, S. D., have sold their line of nine elevators along the C. M. & St. P. Ry. to Rempes & Kesser of Parkston, S. D.

W. I. Thompson of Sioux City, Iowa, has purchased the half interest of John C. Coffey in Coffey & Larkin's flour mill at Madison, S. D., and its six branch elevators.

Perry & Jones of Aberdeen, S. D., have sold their elevators at Aberdeen, Plana, Grover and Eureka, S. D., and at Oakes and Babcock in North Dakota, to the Hawkeye Elevator Company of Minneapolis.

MISSOURI, KANSAS AND NEBRASKA.

The farmers are organizing to build an elevator at Benedict, Neb.

George W. Stober is building a 10,000-bushel elevator at Morland, Kan.

A wheat elevator is to be erected at Diamond, Mo., by Carthage parties.

O. L. Brown is the successor of Brown & Duey, grain dealers at Chester, Neb.

The Plainville Mill & Elevator Company, Plainville, Kan., is completing a 50,000-bushel elevator.

The Barthing Grain Company, Julian, Neb., are rebuilding their corn cribs recently wrecked by the windstorm.

S. J. Brown's new elevator at Fremont, Neb., will be equipped with an improved Hall Grain Distributor.

A. R. Pennock has traded his elevator at Concordia, Kan., to B. F. Hahn, for 400 acres of Osborne County land.

The Farmers' Co-operative Grain & Stock Company are erecting an elevator at Rozel, 18 miles west of Larned, Kan.

The Jones Grain Company of Nebraska City has let the contract for building a 10,000-bushel elevator at Julian, Neb.

It is reported that the Barnett & Record Co. have secured a contract for building a 500,000-bushel elevator at Kansas City, Mo.

The elevators at Ulysses, Neb., are to be moved to a new site in accordance with an arrangement between the business men, the town officials and the railroad.

The Missouri Grain Company, Des Moines, Iowa, has been incorporated with a capital stock of \$50,000. The company is closely allied with the Des Moines Elevator Company. A transfer and clean-

ing house is being erected at Moberly, Mo., near the Wabash and M., K. & T. crossing.

Lewis Spelts has had his old elevator at Ulysses, Neb., torn down and will build a fine new one of 20,000 bushels' capacity.

Hall & Robinson have purchased the H. Parker Grain Company's business at Elyria, Kan. H. H. Heatnole will continue as buyer.

The Farmers' Co-operative Grain, Live Stock and Mercantile Association, Mayfield, Kan., has been incorporated with a capital of \$4,000.

H. A. Nolte, grain dealer at Elkhorn, Neb., on June 5 shipped to St. Louis a trainload of corn consisting of 23 cars containing 30,000 bushels.

James Robertson & Co. are building an elevator at Simpson, Kan. The machinery for same has been ordered from the Kansas City branch of the Marseilles Mfg. Co.

J. W. Cain & Co. are building an elevator at Lancaster, Kan., the machinery for which was ordered of the Kansas City branch of the Marseilles Mfg. Co.

The F. C. Krotter Company of Palisade, Neb., has been incorporated with an authorized capital stock of \$50,000, to do a grain, lumber and merchandise business.

The Darlow Grain & Live Stock Association of Darlow, Kan., is erecting a 10,000-bushel elevator. The Kansas City office of the Marseilles Mfg. Co. has the order for the machinery equipment.

After being in the grain business at Kansas City for 27 years, J. K. Davidson has moved to St. Louis. He will continue to operate his elevator at Parsons, Kan., and also at stations on the M., K. & T.

J. A. Campbell & Son of Lincoln, Neb., have the contract for building a 15,000-bushel elevator at St. Edwards for the Farmers' Elevator Company. The farmers composing this company own nearly 40,000 acres of land tributary to the town. The equipment will include a 12-horsepower gasoline engine, rope transmission, dust collector, etc.

The Wells-Hord Grain Company, Central City, Neb., has reincorporated with a largely increased capital stock. The capital stock has been raised from \$100,000 to \$500,000. The incorporators are T. B. Hord, J. H. Nash, William Miller, G. W. Smith and G. P. Bissell, while the directors for the first year will be T. B. Hord, J. H. Nash, W. H. Denham, G. P. Bissell and J. W. Hutchison.

J. S. Ewart has sold to the Westbrook Grain Company of Omaha his half interest in the firm of J. P. Gibbons & Co. of Kearney, Neb., operating a line of ten elevators. Mr. Gibbons likewise sold his interest but takes stock in the new Westbrook-Gibbons Grain Company and will continue to look after the business at Kearney. The new company has been incorporated with a capital stock of \$90,000.

CANADIAN.

A farmers' elevator is being erected at Condie, Assa.

A movement is on foot to build a co-operative elevator at Sutton, Ont.

F. L. Hill & Co.'s elevator at Markdale, Ont., was destroyed by fire recently.

P. H. Gilmour has succeeded Gilmour & McBean, grain merchants at Montreal.

P. A. Collins has succeeded to the grain business of Henry Stokes at Sombra, Ont.

The Winnipeg Elevator Company is completing a 27,000-bushel elevator at Gainesboro, Assa.

The Lake-of-the-Woods Milling Co. are preparing to build a 30,000-bushel elevator at Waskada, Man.

The damage done by fire to the Canadian Pacific's Elevator D at Fort William will be repaired immediately.

It is reported that the London Milling Company of Willmar, Minn., will erect 12 elevators in Manitoba this year.

The Dowd Milling Company will erect a 50,000-bushel elevator in connection with its mill at Pakenham, Ont.

A bin in the Canadian Northern Elevator at Port Arthur, Ont., collapsed recently, letting the wheat into the water of the harbor.

The Barnett & Record Co. of Minneapolis, has been awarded the contract for erecting a 1,700,000-bushel elevator at Port Arthur, Ont., for the Canadian Northern Railway Co. The structure will be of steel and is to be completed by December 15.

On account of the scarcity of structural steel, and for other causes, nothing has been done on the large elevator to be erected at Point Edward, Ont., by the Botsford, Jenks & Duncan Company of Port Huron for the Grand Trunk Railway. The site was graded and put in readiness some

time ago and work may be resumed in the near future.

The grain and general merchandise business of Delahey Brothers at Cobden, Ont., will be continued under the same style by James A. Delahey.

The Frontenac Cereal Co., Limited, of Kingston, Ont., has been incorporated with a capital of \$60,000, to do a general grain and shipping business. The incorporators are Hon. William Harty, Henry Mooers, George Richardson, Edwin Mooers and Thomas Donnelly of Kingston.

The Lake-of-the-Woods Milling Company is arranging for the erection of some 15 elevators this season—they will be distributed as follows: Three or four on the Forrest branch, two on the McGregor branch, three on the main line, two on the Pembina branch, and one on the Soo line, probably at Weyburn. The location of the others has not been definitely decided on as yet.

COMMISSION

J. J. Page of Waukegan, Ill., has entered the grain commission business in Chicago.

A. W. Wright has succeeded the Corbin-Wright Commission Company of Kansas City.

Tom E. Barrett, of the Chicago Board of Trade, is a candidate for sheriff on the Democratic ticket.

H. Dusenbery & Co., commission grain, flour, hay, etc., New York City, are now located at 136 Liberty street.

Martin D. Stevers has been appointed secretary of the Chicago Board of Trade Mutual Benefit Association.

The grain commission firm of Smith & Yeldell at Houston, Tex., has been dissolved, T. F. Smith succeeding.

M. W. Ruckle, successor to the Snyder Commission Company, has sold the business at Mattoon, Ill., to A. White & Co.

E. W. Burdick, formerly with C. S. Bentley, Chicago, has taken a place on the force of L. H. Manson & Co., Chicago.

H. E. Goodwin has sold his grain commission business at 601 Kansas avenue, Topeka, Kan., to the Thayer Commission Company of Kansas City.

Ware & Leland have enlarged their offices in the Rialto building, Chicago, and have added new furniture and fixtures throughout all the departments.

B. Z. Taylor, Decatur, Ill., has severed his connection with the Central Grain & Stock Exchange of Hammond, Ind., and now represents the Weare Commission Company of Chicago.

Ratcliff, Newell & Co., of Chicago, have incorporated with a capital stock of \$50,000, to do a general brokerage business. The incorporators are: E. W. Ratcliff, F. B. Newell and George C. Martin.

Articles of incorporation have been filed by the Schmitt-Howe Grain Company of Superior, Wis. The capital stock is \$50,000 and the incorporators are M. P. Schmitt, John Howe and Michael Schmitt.

V. T. Pichard has retired from the commission firm of V. T. Pichard & Co., Galveston, Tex., and the business will be continued by R. A. Stolz and F. J. Koehler, under the firm name of Stolz & Koehler.

Sisson & Co., grain and provisions, Indianapolis, Ind., have sold their business to Gee & Wood. The latter firm is composed of Warren Gee and Frank F. Wood, members of the Chicago and Milwaukee boards of trade. Frank F. Wood will be Indianapolis manager.

F. P. Futvoye of the Kansas City Board of Trade has gone to New Orleans to assume the management of the grain business of B. F. Glover & Son. The head of the firm died recently and John I. Glover of Kansas City, who is a member of the firm, has been in New Orleans for some time and has called Mr. Futvoye to that city.

Brooks Brothers have sold their interest in the Minneapolis grain commission firm of Brooks-Griffiths to John R. Marfield of Winona, Minn., and the style has been changed to the Marfield-Griffiths Company. The Messrs. Brooks will retain their large elevator interests, but will devote most of their attention to their lumber business, which has become very large.

Among recent advertisements in our "Commission Card" department is that of the Bentley-Jones Grain Company, Chicago. The firm is composed of C. S. Bentley, president, and Charles A. Jones, secretary and treasurer. Both of these gentlemen need scarcely any introduction to the trade. C. S. Bentley has been a member of the Chicago Board of Trade for the past 17 years. Mr. Jones was formerly associated for about 15 years with Rosenbaum Brothers, and has many friends in the cen-

tral and western trade. The capital stock of the company is \$25,000, fully paid.

The Walls Commission Company of Chicago has been incorporated with a capital stock of \$2,500 to do a general brokerage business. The incorporators are John J. Walls, Thomas F. Walls and Edmund E. McCarthy.

Ex-Governor Boyd of Nebraska, who was one of the defendants in suits recently instituted in Lincoln and Omaha, to prevent the use of Chicago Board of Trade quotations in bucket shops, is no longer open to the imputation of running such a business and Board of Trade officials are pleased with the information.

We are informed by Secretary Mowry that, through an error, the name of Sam Finney, with Churchill & Co. of Chicago, does not appear in the new Illinois Grain Dealers' Directory, with other Chicago receiving houses. Mr. Finney is a member of the Illinois Grain Dealers' Association and his name should have had a place in the directory.

Lee C. Emerson of the Emerson Commission Company, Cedar Rapids, Ia., has filed a petition in bankruptcy, scheduling liabilities of \$12,370.19 and nominal assets of \$9,029.72. The Emerson Commission Company, which was composed of Lee C. and Henry R. Emerson, was dissolved prior to the filing of the petition and the former assumed the liabilities of the concern.

Owing to the death of J. S. Carpenter of Montague & Co., 6 and 8 Sherman street, Chicago, a reorganization of the firm took place May 1, and officers were elected as follows: George T. Carhart, president; W. S. Blowney, vice-president; John J. Page, secretary and treasurer. Mr. Carhart, the president of the company, has been associated with the business for the past 14 years, and customers' interests will be looked after carefully, as in the past, without change in policy or methods.

One of the latest Chicago firms to claim the attention of the western and eastern grain trade is that of Karriek, Gray & Williams, 40 Board of Trade building. There are few firms that start in business with all its members so thoroughly in touch with the business in which it is engaged. Henry L. Karriek has been associated with S. Strong & Co. of Minneapolis, Minn., is vice-president of that company and acquainted in Minneapolis, as well as Chicago. C. E. Gray has been associated with a number of leading Chicago grain firms and was with W. A. Fraser before forming this new connection. H. S. Williams was formerly connected with McReynolds & Co., Chicago, and later was manager of the Chicago office of S. Strong & Co. of Minneapolis.

Items from Abroad

With the return of peace the English protectionists fear a removal of the "bread taxes," and now propose to have them made perpetual, using the revenue for the support of the schools.

The wheat area in Chile was less than for a year ago, but, except in a few localities, the harvest was most satisfactory. Wheat is not, however, a popular crop, and the government is trying to devise some means for increasing the acreage.

The grain warehouse of the Newcastle Grain Warehousing Company at Quayside, Newcastle-on-Tyne, was badly damaged by fire on May 21. It was a large 8-story building, with modern equipment, and one of the most important grain storage houses in that part of England, being patronized by all of the millers and grain men of Northumberland and Durham.

E. Mellor of Southampton has taken out a British patent for a process of heating grain by sulphuring. The grain is fed by a shoot into a hopper and thence into a conveyor, in which it is moistened, either by water from a tap or by water or steam from jets under pressure. The moistened grain then passes to a hopper, in which it is allowed to remain for some time before being passed to a conveyor in a closed chamber, in which sulphur is burned, and which is provided with a flue for carrying off the surplus fumes of sulphur. The treated grain is then discharged into a hopper and thence upon the floor.

The French farmers produce more wheat than they require, but, on the other hand, they are obliged to purchase an enormous quantity of oats necessary for feeding their cattle. In 1898 the oats crop for the entire country amounted to 46 million centals, whereas in 1901 only 35 million centals were reaped. The diminution in production has been attended by a corresponding increase in the price, amounting to about 24 cents per cental. The deficit has been made good by purchases abroad, and the quantity of oats imported in the year 1898 was about four million centals. The writer of authority is of opinion that, without increasing the area under cultivation, the yield might be materially

improved by the judicious use of the superphosphate, lime and other manures.

A deputation representing half a million horse owners in Great Britain interviewed the British chancellor of the exchequer, to protest against the tax on oats and corn. They were gracefully "turned down," of course, and told to expect lower prices when the new American crop of these cereals should come on.

One Joseph Krohl, a grain exporter at Nicolaieff, Russia, was sentenced to one year and three months of convict labor, to be followed by three years of police surveillance and loss of certain civil rights for life for the crime of shipping grain mixed with a larger percentage of foreign substances than the law allows, with intent to defraud the receivers. The prosecution was inspired by the Russian minister of justice, the facts and the loss having been reported to the Russian cabinet from Germany. The wheat was found to contain from 25 to 30 per cent of screenings and pure dirt, and linseed as high as 36 per cent.

The subsidized agricultural storehouses of Bavaria, which in 1899 numbered 54, in 1900 had increased to 76, the cost of construction having been about \$300,000. The number now in existence is probably about 85. The amount of grain stored in them increased from 256,995 cwts. in 1898-99 to 664,528 in 1900-01, while the amounts sold increased from 228,430 cwts. in 1898-99 to 637,564 cwts. in 1900-01. Thirty-seven of the storehouses bought grain at their own risk, and 35 acted only as agents; 28 loaned money on grain to the extent of 66.9 per cent of its value; 50 earned a profit during the year, 10 made no profit and 11 were operated at a loss.

At a recent meeting of the Russian political economists at St. Petersburg, a Mr. Birnkovitch stated that in the international market wheat of Russian origin is valued from 10 to 20 per cent less than wheat of similar character of American origin, the reason of which, the speaker thinks, is to be attributed to the fact that the latter is sorted into certain grades, each of which is of uniform quality, whereas the wheat from Russia is a mixture of all sorts. The Russian peasantry are careless in selecting their seed, generally using the first that comes to hand. The crops in the same district, therefore, frequently differ very much in quality. In the transport by road or water the commingling of the various varieties goes on, until ultimately a wheat arrives at the port of shipment which it is impossible to grade, either according to species or quality, and this heterogeneous mixture is known in the markets as "Russian wheat." Of this grain it is very difficult to select a sample representative of any large lot, and vice versa, impossible to make a consignment corresponding to some sample sent at some earlier date. The consequence is that although Russia can produce the very finest wheat, the value of the exported product is much depreciated.



WILL THE BEARS GET THEIR PROFITS?

The present situation reminds us a good deal of the story of the boy who tried to get a handful of nuts out of a jar that had a narrow neck, but could not get his fist out until he had let go about half of the nuts. The bears are in about such a position, and if they should all attempt to take profits, they might have to let go a lot of their profits, just as the boy did with the nuts, and pay more to get their wheat back. Of course, if the bulls are willing to come to the help of the bears, the latter may be able to get their hands out well filled.—Zahn's Red Letter, June 7.

HAY

Iowa looks for the biggest hay crop in years.

Some early rye hay has been harvested near Bloomington, Ill.

Some sections of Washington report alfalfa badly damaged by rains.

The hay market at London is not strong. Offerings are liberal.

The prospects for the coming hay crop in Michigan are promising.

The South Texas Hay Association held a meeting at Houston, June 3.

A hay famine is said to exist in Northern Iowa and prices are advancing.

Hay at Atchison, Kan., is quoted at \$14 per ton against \$18 per ton last Fall.

The outlook for the hay crop in Tioga County, Pennsylvania, is discouraging.

Satisfactory experiments have been made with alfalfa in Jones County, Texas.

The hay and feed store of Becker & Co. at Louisville, Ky., was burned recently.

Jacob V. Higgins is erecting a hay press and feed mill at Flemington, N. J.

The Montreal hay market shows little change. The ruling price for No. 2 on track is \$8.50.

During the past five months E. C. Haynes has shipped 200 cars of hay from Davison, Mich.

Klein & Co., dealers in hay at 453 South Canal street, Chicago, have filed a voluntary petition in bankruptcy.

The hay press and warehouse of W. N. Killen at Cato, Wis., was burned recently, entailing a loss of \$1,500.

It is claimed that it is only a matter of time until all the hay consumed in Alabama is raised in the state.

W. J. Wager of Moravia, N. Y., has bought over 50 cars of No. 1 timothy hay at Conklin, Mich., for shipment to South Africa.

The new hay warehouse of the Lenaph Grain & Hay Company at Lenaph, I. T., was slightly damaged by a recent windstorm.

Meade County in South Dakota is assured of a good hay crop this season, and surrounding counties also report favorable conditions.

There will be a large yield of timothy in Indiana, according to present prospects. Clover is in bad shape, having been damaged by winter killing.

Fifteen tons of hay and 500 bushels of corn owned by Henry Parsons of Little York, Pa., were burned recently as the result of a stroke of lightning.

The first car of new Prairie Hay was received at Chicago on May 31. It was from Arkansas and sold at \$12.50. Last year the first car was received on June 14 from Kansas.

The hay warehouse of C. Snoeyenbos & Sons at Baldwin, Wis., was struck by lightning and damaged to some extent, but the fire was extinguished before the contents were seriously injured.

Exports of Canadian hay for the nine months ending with March were 319,577 tons, valued at \$3,227,310, against 185,313 tons, valued at \$1,483,166 for the corresponding period of the preceding year.

George S. Bridge, until May 1 a member of the firm of T. D. Randall & Co. of Chicago, is now in the commission business alone, with office at 98 Board of Trade building. Mr. Bridge will handle baled hay, grain and straw.

Hay press owners of San Bernito County, California, have formed an association and fixed the price of baling at \$1.25. Employees will receive 18 cents per ton for hay baled, with the exception of the weigher, who will be paid 15 cents.

The South Park Cattle & Hay Company has been incorporated with a capital stock of \$10,000, under the laws of Colorado, to operate in El Paso and Park counties, that state. The incorporators are Clyde L. Herring, Gordon Jones and R. E. Lewis.

It is expected that the local demand for hay and fodder in Imperial County, California, for the next 12 months, will be between 10,000 and 20,000 tons. It is not thought that the farmers of that region will raise more than half the required amount.

Canadian hay pressers have received instructions to execute the unfilled orders on hand for shipment to South Africa, but no additional orders have been placed by the government. The stoppage of shipments to South Africa was expected to cause

hay to decline, but large exports to England, coupled with low freight rates, have held the Canadian market firm. The new crop is backward in many sections on account of cold weather, although a good yield is expected.

Experiments at the Wisconsin station have demonstrated that Turkestan alfalfa can be successfully grown in that state, and the result is said to be particularly gratifying because Wisconsin grass crops are in bad shape. Utah and Persian alfalfa were tried without success.

President Lockwood of the Grain Dealers' National Association named the following delegation to attend the annual meeting of the National Hay Association, held at Put-in-Bay, Ohio, July 10, 11 and 12: H. S. Grimes, chairman, Portsmouth, Ohio; J. W. Sale, Bluffton, Ind., and W. R. Mumford, Chicago.

There is much complaint from London, owing to the reckless character of hay exportations from Canada. It is claimed that the shippers apparently have no regard for conditions on the other side and dump in hay as fast as carrying space can be secured. The receiver often finds values tottering in the face of good demand on account of too free arrivals.

The San Francisco Hay Dealers' Association held its annual picnic at Fernbrook Park May 14. The Hay Dealers' Association has only about 50 members and although no attempt was made to swell the attendance fully 1,000 people were present at the annual outing. The day was perfect and a well arranged program of sports and games was carried out in a highly enjoyable manner.

The government has awarded contracts for 4,000 tons of hay for the Philippines to Seattle and Tacoma bidders as follows: Galbraith, Bacon & Co., Seattle, 500 tons Puget Sound hay at \$15.90; 350 tons Eastern Washington hay at \$21; W. W. Robinson, Seattle, 1,000 tons Eastern Washington hay at \$19.40; 500 tons at \$20.35; 500 tons Puget Sound hay at \$14.60; John B. Stevens, Tacoma, 100 tons Eastern Washington hay at \$20.50; 100 tons at \$21; 200 tons Puget Sound hay at \$17.50; Bartlett & Frote, Tacoma, 250 tons Eastern Washington hay at \$19.90; 200 tons at \$20.95; P. J. Fransioli & Co., Tacoma, 100 tons Eastern Washington hay at \$20.45; 100 tons at \$20.85; 100 tons Puget Sound hay at \$17.40.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending May 17, sales of Choice Timothy ranged at \$14.00@15.00; No. 1, \$12.25@13.75; No. 2, \$11.50@12.50; Not Graded, \$10.00@13.50; No Grade, \$7.50@10.00; Clover Hay, \$7.00; Clover Mixed, \$10.00@10.50; Choice Prairie, \$12.50@14.00; No. 1, \$12.00@12.50; No. 2, \$9.50@11.00; Not Graded, \$7.00@12.00. Rye Straw sold at \$5.50@6.50. The receipts for the week were 4,485 tons, against 4,379 tons for the previous week. Shipments for the week were 716 tons, against 572 tons for the previous week. The arrivals were fair during the week and demand light. Prices declined 50 cents at \$1.00 per ton.

During the week ending May 24, sales of Choice Timothy ranged at \$14.50@15.00; No. 1, \$12.50@14.00; No. 2, \$11.50@12.50; Not Graded, \$9.00@13.00; Clover Mixed, \$9.00; Choice Prairie, \$13.00@14.00; No. 1, \$9.50@12.50; Not Graded, \$10.00@11.00. Straw was in good demand and scarce. Rye Straw sold at \$6.00@7.00. The receipts for the week were 3,534 tons, against 4,485 tons for the previous week. Shipments for the week were 473 tons, against 716 tons for the previous week. A firm feeling prevailed throughout the week and prices showed no material change.

During the week ending May 31, sales of Choice Timothy ranged at \$14.50@15.50; No. 1, \$13.00@14.25; No. 2, \$11.50@13.00; No. 3, \$11.50; Not Graded, \$9.50@14.50; Clover Mixed, \$9.25@11.50; Choice Prairie, \$13.00@14.50; No. 1, \$9.00@13.00; No. 2, \$9.00@10.00; No. 4, \$6.00; Not Graded, \$9.50@10.00. Straw scarce and wanted. Rye Straw sold at \$7.00@7.50; Oat Straw at \$6.00. The receipts for the week were 2,384 tons, against 3,534 tons for the previous week. Shipments for the week were 470 tons, against 473 tons for the previous week. The arrivals of choice grades of both Timothy and Prairie Hay were quite small during the week and the demand was good. Prices advanced 50 cents per ton.

During the week ending June 7, sales of Choice Timothy ranged at \$14.25@15.00; No. 1, \$13.00@14.50; No. 2, \$12.00@13.00; Not Graded, \$9.00@14.00; Clover Mixed, \$10.00; Choice Prairie, \$12.00@13.50; No. 1, \$8.50@12.50; No. 2, \$10.00; No. 3, \$8.00; No. 4, \$6.00. Straw was dull and lower. Rye Straw sold at \$6.00@7.50, and Oat Straw at \$6.00. The receipts for the week were 5,195 tons, against 2,384 tons for the previous week. Shipments for the week were 304 tons, against 470 tons for the previous week. The market for Choice Timothy Hay ruled firm, but low and medium grades of Timothy and all grades of Prairie Hay were dull.

FLAXSEED

The Bannon Linseed Oil Works at West Superior, Wis., have been shut down on account of the high price of flaxseed at that point.

The American Linseed Company has advanced the price of oil 1 cent per gallon, making the price 65 cents for carload lots in New York.

The flax crop in the vicinity of Wellsville, Kan., is reported in fine condition and one dealer there expects to handle three times as much as he did last year.

D. McLean, proprietor of the flour mill at Moose Jaw, Man., is considering the advisability of building a flaxseed mill at that place. Considerable flax is grown in the vicinity.

The Sherwin-Williams Company of Cleveland, Ohio, makers of paint and varnish, have recently installed a plant for crushing seed and making their own linseed oil. J. W. Daniels, formerly connected with the American Linseed Company, is in charge of the new mill.

The Commercial Record states that Southern Minnesota and South Dakota, with Iowa, will undoubtedly show a small decrease in flax acreage this year. Still, with the increased area in Kansas and Missouri and in Northern Minnesota, it is probable that the flax area outside of North Dakota will equal, if not exceed, last year.

P. E. Hanson, secretary of state of Minnesota, says that the production of flax in the northern part of Minnesota and in Northern North Dakota and Southern Manitoba this year will be more than double last year. The farmers in Northern Minnesota are breaking considerable new land this season and there is no better first crop for the new soil than flax.

A dispatch from West Superior, Wis., dated May 26, stated that large quantities of flax shipped from that point to Chicago have been sent back to the head of the lakes to be sold. The dispatch added that flax was selling at about \$1.76 per bushel in West Superior and at \$1.58 in Chicago. There is said to be no good reason for this state of affairs and some of the mills at the head of the lakes have shut down to await a more uniform market.

It has been rumored that the American Linseed Company and some of the largest independent concerns had come to an agreement as to trade relations. This, however, is denied by both sides. The American Company is said to control the situation and its affairs are reported to be in a highly satisfactory condition. The rumor that the Rockefeller interests were seeking to combine the American Linseed Company with the Virginia-Carolina Chemical Company is discredited.

The following is a list of the crushers of pure linseed oil and the locations of their plants: American Linseed Company, New York City (3); Boston, St. Paul, Cleveland, Iowa City, Iowa, St. Louis, Des Moines, Minneapolis, Cedar Rapids, Indianapolis, Marshalltown, Iowa, Kansas City, Buffalo, Toledo (2), Portland, Ore., Sioux City, Topeka, Chicago (4), Warren, Ohio, Piqua, Ohio, Omaha; Northern Linseed Oil Co., Minneapolis; Spencer Kellogg and Mann Bros. & Co., and Hauenstine & Co., Buffalo; Midland Linseed Oil Co., and Minnesota Linseed Co., Ltd., Minneapolis; Bannon Linseed Oil Works, West Superior; Kellogs & Miller, Amsterdam, N. Y.; Euston & Co., Chicago White Lead & Oil Co., Crescent Linseed Oil Co. and Alston Mfg. Co., Chicago; F. E. Lyster, Fredonia, Kan.; Blabon & Co., Philadelphia; National Lead Co., New York City; T. J. Preston & Co., Newark, N. J.; O'Brien Varnish Co., South Bend, Ind.; Metzger Seed & Oil Co., Toledo; Mound City Paint & Color Co. and R. B. Brown Oil Co., St. Louis; Goodrich Linseed Oil Co., Milwaukee; Thompson & Co., Allegheny.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

M. B. Helmer, Fond du Lac, Wis.
G. I. Hollenbeck, Jefferson, S. D.
H. W. Dillman, Hamersville, Ohio.
J. Russell Smith, secretary Sprout, Waldron & Co., Muncy, Pa.
Chas. Hammond, of Huntley Mfg. Co., Silver Creek, N. Y.
E. T. Wallace, Detroit, Mich., representing the Wolf Co., Chambersburg, Pa.
Chas. N. Howes, president Invincible Grain Cleaner Co., Silver Creek, N. Y.
Chas. H. Mohr, Oshkosh, Wis., representing Willford Mfg. Co., Minneapolis, Minn.

A factory to make grain sacks is among the new enterprises talked of at Tacoma, Wash.

BARLEY AND MALT

The Waterloo (Wis.) Malting Company has been incorporated.

The American Malting Company is installing a steam plant in its elevator at Dover, Minn.

Henry Smith of Milwaukee, Wis., has been granted a patent on a rotary pneumatic malting drum.

The Manhattan Malting Company of Manhattan, Mont., is offering prizes for the best crop of barley raised this season by its tenants.

The Bosch-Ryan Grain Company of Davenport, Iowa, has commenced the erection of a \$60,000 malt house in connection with its elevator at Cedar Rapids, Iowa.

The Ozaukee County Malting Company of Port Washington, Wis., has incorporated, with a capital stock of \$50,000. The incorporators are William H. Ramsey, George Portz, William H. Ramsey Jr. and H. H. Schumann.

The Hull Brewing & Malting Company of Hull, Que., has been incorporated to do a brewing and malting business. The capital stock is \$10,000 and the charter members include F. S. Mattman of Ottawa and F. A. Labelle and H. E. Laflamme of Hull.

A company is being organized to build a brewery and malthouse at Oklahoma City, Okla. The latter structure will be five stories high. The promoters are A. J. Seay, C. F. Colcord, E. H. Cooke and M. L. Turner. It is said that the Anheuser-Busch Brewing Company and others of St. Louis are interested.

Henry J. O'Neill will leave Chicago and return to Minnesota. Mr. O'Neill has been elected president of the O'Neill Barley Company, which was organized at Winona, Minn., June 9. The company is capitalized at \$100,000. The officers in addition to Mr. O'Neill are C. A. Boalt, vice-president, and C. A. Pfeiffer, secretary and treasurer.

The Manning Malthouse at Buffalo, N. Y., burned May 30. The structure contained a quantity of grain damaged by the recent Wells Elevator fire, and this was also consumed. A high wind was blowing at the time of the fire and surrounding buildings were threatened. The loss is placed at \$150,000 and is partially covered by insurance.

Barley has become the principal crop of Columbia County, Washington, and is rapidly taking the place of wheat. Last year's crop is nearly cleaned up and what remains in first hands is being held for better prices. The barley acreage in Columbia County this season is roughly estimated at 40,000 acres and it is announced that a record-breaking crop will be harvested.

The stock of the American Malting Company, both common and preferred, has recently advanced materially on sales in the New York market, after a long period of inactivity. The company is capitalized at \$28,940,000 and has bonds outstanding aggregating \$3,893,000. The affairs of the company have been in an unsatisfactory condition for some time and it is probable that some sort of a reorganization will be effected.

The Lauritzen Malt Company of Minneapolis has been incorporated with a capital stock of \$50,000 and will fit up a plant for the manufacture of malt extracts. The building at the northwest corner of Nineteenth avenue Northeast and Second street has been purchased and will be remodeled and enlarged at a cost of \$16,000. The plant will be in operation by July 15. The officers of the company are: President and treasurer, P. Lauritzen; vice-president, C. A. Smith; secretary, C. Orensen.

A \$200,000 malting plant will be established at Turner, Wash., by C. W. Coleman and W. H. Burrows of Dayton, Wash., A. Henrich of Seattle and C. M. Cartwright of Portland. The building will be 100 by 300 feet, and six stories high. The equipment will consist of electrical machinery and modern methods will be employed. The kiln will be 70 feet high and 32 by 40 feet on the ground. Turner is in the heart of the Columbia County barley belt, at the terminus of the recently completed branch of the Oregon Railroad & Navigation Company.

Litigation against the P. H. Rice Malting Company of Chicago ended May 27, when an order dismissing the foreclosure proceedings brought some months ago by Robert Lanyon was approved. This action was brought about by agreement with creditors. The Rice Malt & Grain Company has been incorporated, as reported, and will continue the business of the old house. The trust deed held by Mr. Lanyon has been extended to September, 1905.

The mortgage, dating from 1899, is for \$150,000. Mr. Rice will be connected with the new company as an employee.

The monthly report of the Cincinnati Chamber of Commerce for May shows that the receipts of barley were 4,847 bushels, against 43,307 bushels for the same month a year ago. The shipments aggregated 1,000 bushels against 4,988 bushels for the preceding May. The receipts of malt for May, 1902, were 85,307 bushels, against 86,830 bushels for the same month a year ago, and the shipments were 79,002 bushels, compared with 71,083 bushels for May, 1901.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.	Value.	
April, 1901	205	\$	128
April, 1902	4,186		2,527
Ten mos. ending April, 1901...	170,995		\$4,066
Ten mos. ending April, 1902...	57,190		33,039

EXPORTS—			
April, 1901	93,619		44,110
April, 1902	769,660		372,672
Ten mos. ending April, 1901...	5,877,512		2,691,349
Ten mos. ending April, 1902...	8,564,161		3,906,986

BARLEY AND MALT.			
Imports—			
April, 1901			
April, 1902	325		247
Ten mos. ending April, 1901...	3,339		3,201
Ten mos. ending April, 1902...	2,264		2,305
Exports—			
April, 1901	25,322		17,032
April, 1902	33,063		22,749
Ten mos. ending April, 1901...	266,999		189,177
Ten mos. ending April, 1902...	317,455		212,130

Fires - Casualties

B. C. Beach & Co.'s elevator at Champaign, Ill., was burned recently.

The Atlantic Elevator at Fairmount, N. D., was burned May 25. The cause of the fire is unknown.

The Farmers' Elevator at Rockwell, Iowa, was struck by lightning recently but no serious damage resulted.

The elevator of George C. Wood at Nevada, Ill., containing considerable grain, was destroyed by fire June 1. The loss is \$5,000.

The storm which passed through the central part of Illinois on the night of June 10 wrecked a number of elevators and corn cribs.

Chas. Kuehn's elevator and flour and feed warehouse at Horicon, Wis., were burned May 8. The loss is \$8,000 and the insurance \$5,000.

The grain warehouse of G. J. Biddie & Son at Livingston, Wis., was burned May 28. The fire started from a gasoline engine. Loss, \$5,000.

The loss to William Whetten and Thomas Clayton by the burning of the elevator at Milford Junction, Ind., was \$3,500. They were insured for \$4,000.

One of J. B. Ferguson & Co.'s large grain warehouses at Goldthwaite, Texas, was demolished by a severe windstorm May 15 and the contents were badly damaged by rain.

The elevator of Bateman & Noble Bros. at Kummer, Ill., was struck by lightning during a recent storm. Considerable damage was done to the roof, but the building did not catch fire.

Ferrin Brothers & Co.'s grain and produce warehouse at Warsaw, N. Y., was damaged by fire June 5. The loss on the building is estimated at \$1,500 and \$1,000 on stock; covered by insurance.

One of the large bins at the Atlantic (Iowa) Mill & Elevator Company's plant, containing about 5,000 bushels of grain, gave way May 19 and a quantity of the contents was scattered over the ground.

A windstorm struck Davenport, Neb., May 18, and overturned the elevator and corn cribs of the Evansville Grain Company. The buildings were blown across the tracks of the St. Joseph & Grand Island Railroad and stopped traffic for some time.

A frame building near the Canadian Pacific tracks at Toronto Junction, Ont., owned by A. E. Powley and occupied by George E. Train as a grain and hay warehouse, was destroyed by fire May 25. Loss, about \$1,000, covered by insurance.

Fire starting from an unknown cause May 31 destroyed the Imperial Elevator at Mayville, N. D., owned by the Imperial Elevator Company of Minneapolis. The structure was the oldest elevator building in the town, having been built about fifteen years ago by a farmers' company. There were 600

bushels of wheat in the house. The building was valued at \$7,000, and was fully insured. It is not probable the structure will be rebuilt.

George Campbell's elevator at Twelfth and Freight streets, Kansas City, was discovered to be on fire at an early hour May 9. The fire department responded quickly and the flames were extinguished before the structure was badly damaged.

Albert Hamilton was killed at Churchill's elevator in Fairbury, Ill., June 3. He was endeavoring to throw the belt from a large fly-wheel when he was caught and instantly killed. His head was cut off and both arms were broken and torn from the body.

An attempt to burn the new elevator of the Carroll Grain Company at Carroll, Neb., was made May 31. A barrel of shavings had been placed under the grain sprouts and ignited, but the flames were discovered and extinguished before serious damage resulted.

The National Elevator at Grand Harbor, N. D., was burned May 13. The elevator had not been in operation for several weeks and the fire is thought to have been of incendiary origin. About 600 bushels of wheat and 200 bushels of flax were destroyed.

The elevator of George C. Wood at Nevada, on the Panhandle Railroad, three miles north of Windfall, Ind., burned June 1. The loss is \$5,000, with insurance of \$2,000. The house contained a large amount of grain and is supposed to have caught fire from sparks from a locomotive.

The building of the Germantown Junction Elevator & Warehouse Company, at 2933 North Broad street, and the grain warehouse of L. F. Miller & Sons, at 2931 North Broad street, Philadelphia, were destroyed by fire June 10. A half dozen dwelling houses were also burned, the total loss being \$125,000.

The elevator at Hull, Ill., owned by Knollenberg & Waverling of Quincy, Ill., and leased by Barney Miller, was destroyed by fire May 10. The loss on the building is \$8,000, with insurance of \$4,500. Mr. Miller suffers quite a severe loss on contents, as he had canceled his insurance only a few days before.

The elevator at Unadilla, Neb., owned by a Mr. Morgan and managed by C. R. Severs, was recently destroyed by fire. About 1,500 bushels of wheat, 800 bushels of corn and 300 bushels of oats were consumed. The barn and cribs in connection with the elevator were also burned. The loss is between \$3,000 and \$4,000, and there is no insurance.

The Peavey Elevator at Delhi, Minn., was totally destroyed by fire May 4. The fire was discovered between 10:30 and 11 o'clock p. m. and had gained such headway that efforts to subdue it were futile. About 2,000 bushels of wheat and the same amount of oats were burned. The property was well insured. The Pacific Elevator caught fire but the blaze was extinguished without loss to this property.

Fire May 27 destroyed the elevator at Palmyra, Neb., operated by the Morton Grain Company and owned by Wm. E. Hill. The building contained 2,500 bushels of grain, which was a total loss. Besides the elevator, several corn cribs owned by the Morton Grain Company and a warehouse belonging to Mr. Hill were burned. Loss on building and machinery, \$2,000, and on grain, \$1,500; no insurance.

The fire which destroyed the elevators of the Samuel Born Grain Company and James Thompson at Lafayette, Ind., May 10, originated in the cupola of the Born Elevator, supposedly from friction. It spread rapidly through that structure and jumped to the Thompson house. The Born Elevator was valued at \$23,000 and insured for \$8,000. The contents were insured for \$5,000 and the loss exceeds this amount. The building and machinery used by Mr. Thompson belonged to the Cyrus Ball estate and was insured for \$3,000. It contained a small amount of grain which was insured for \$1,500.

Smith, Hippen & Co.'s elevator at Pekin, Ill., was entirely destroyed by fire before midnight, May 15. The blaze is supposed to have been started by sparks from a passing locomotive and the building was burning briskly when the fire department arrived. The Turner-Hudnut Elevator near by was threatened, but was saved by good work on the part of the firemen. The Smith-Hippen Company had just completed a \$6,000 steamboat and this was scorched, although it was towed to a place of safety and its destruction prevented. The loss will amount to about \$60,000, including \$15,000 worth of grain. The grain was fully insured and \$24,000 was carried on the building.

Send us any crop news you may have from your district.

CROP REPORTS

The wheat outlook in Virginia is decidedly bad but the average of the corn crop is fair.

The Michigan State report gives the condition of wheat as 88, compared with 82 last month.

B. W. Snow, the crop expert, estimates that crops as a whole this year will exceed the figures of former bumper years.

A. H. Bewsher, secretary of the Nebraska Grain Dealers' Association, under date of June 10, says that at the present writing Nebraska promises one of the most satisfying wheat crops in its history.

The official report for Kentucky gives wheat as 67 per cent of an average crop, as compared with the prospects last month of 69 per cent. The acreage of corn is 103 and the condition 87 per cent.

The June crop report of the Ohio State Board of Agriculture, issued on June 4, shows that wheat has improved one point and is rated at 75 per cent of an average crop. The acreage is 150,000 less than last year.

Wheat harvesting in Texas began in the latter part of May. The production varies greatly, but the yields generally surpass earlier expectations. Corn and oats have been greatly benefited by late rains and promise large yields.

An estimate of the acreage of wheat, oats and corn seeded this year in 13 counties of Minnesota shows that where the wheat acreage is smaller than last year the amount of land sown to oats and corn is correspondingly larger.

May this year was the wettest of any in the history of eastern Washington. While the wheat acreage is somewhat less than last year a crop as big as that of last year is looked for. The acreage of barley and oats is greater than last year.

The Department of Agriculture has completed its estimate of the cereal crops in the United States for 1901, and the grand totals are as follows: Wheat, 748,460,218 bushels; corn, 1,522,519,891 bushels; oats, 736,808,724 bushels; barley, 109,932,924 bushels; rye, 30,344,830 bushels.

The Illinois crop bulletin for June 10 reports corn as doing well. Some damage has been caused in the northern and central sections by flooding and washing. Oats are growing rapidly and there is some damage caused by lodging. The reports regarding wheat are generally favorable.

C. T. Prouty, territorial grain inspector, stated on June 9 that the Oklahoma wheat crop will run 80 per cent of last year's phenomenal crop, which was the largest ever known in Oklahoma. The inspector believes the corn and oat crop will excel all former records. Wheat cutting is in progress.

That the wheat area of North Dakota will show a decrease of 1,500,000 acres, as compared with last year, is the estimate of a prominent Minneapolis elevator man, who has made a trip through the state. He estimates the amount of wheat in farmers' hands at 5 per cent of last year's crop.

According to official report corn is doing well in Missouri in spite of an excess of rain, which retards cultivation. The average condition is 9.7. Wheat cutting has begun in the southern part. There are some complaints of rust, lodging and damage by fly. The acreage is unusually large and a big crop is looked for.

Early planted corn in Wisconsin is up and looks thrifty, although dry weather is needed to allow cultivation. Winter wheat and rye have made excellent progress and are headed out nicely. The stand is good and the plants thrifty. Oats and barley are in excellent condition except on low land, where flooded by the excessive rains.

The total acreage of all grains in the Red River Valley will be only a trifle less than last year, according to the Northern Pacific's bulletin, issued June 3. The wheat acreage is 25 per cent less than a year ago, but barley and oats will largely take the place of wheat in the major portion of the territory where the wheat acreage is short.

A summary of the Iowa crop report, issued by George A. Wells, secretary of the Iowa Grain Dealers' Association, on June 10, says the wheat acreage compared with last year has decreased 9 per cent, oats 4 per cent increase, corn 10 per cent increase. The plant growth is better than at this time last year. Most of the state is in danger of having too rank a growth.

H. V. Jones reported to the Commercial West on June 10 that "the condition of wheat in Kansas suggests a yield in the state of 39,500,000 bushels against 90,000,000 bushels last year. The average yield promises to be 9.6 bushels, against 18 bushels last year, a strong one-half the yield per acre of last year. The estimated acreage on which this statement of prospective yield is based is 4,

112,000, against an acreage last year close to 5,500,000 and 6,000,000 shown this year; of the latter total about 1,900,000 acres was abandoned for wheat on account of drouth and first damage following the fall seeding and over the winter. Corn on the whole is doing well.

The Minnesota crop bulletin for the week ended June 9 states that wheat, oats and barley have stood freely, and there is now danger of their becoming so rank that lodging will result. Winter wheat is in head and early barley is coming into head. Corn is about all planted, and most of it is being cultivated, though where the rains were heaviest cultivation has stopped and weeds are getting a strong start.

W. L. Parrish of Winnipeg, secretary of the Northwestern Grain Dealers' Association, has prepared a preliminary estimate of the grain acreage of Manitoba and the northwest territories. From 110 points reporting, the flax acreage is placed at 145, on the basis of 100 last year; wheat is shown as 103; oats, 106, and barley, 105. Of 103 points reporting conditions, 71 were good; 10 fair, 12 late, and 10 unfavorable.

A. J. Erling, president of the Chicago, Milwaukee & St. Paul Railroad, recently completed an inspection tour of the entire system. He sums up the crop prospects as follows: "Never before in my connection with the St. Paul road, have I seen the Northwest so big with promise of abundant grain crops. I speak, of course, for those portions of the states of Minnesota, Wisconsin, Iowa and South Dakota which are traversed by our lines, and I understand that similar conditions prevail over the entire Northwest."

The government crop report, dated June 10, says in part: "Preliminary reports of the spring wheat acreage indicate a reduction of about 2,511,000 acres, or 12.8 per cent. Of the 19 states reporting spring wheat, 13 report a reduced acreage, Washington being the only state having 100,000 acres or upward in this product that reports an increase. The average condition of spring wheat on June 1 was 95.4, as compared with 92 at the corresponding date last year, and a ten-year average of 92.6. The present reported average condition has been exceeded only twice in the last 15 years. Of the states having 1,000,000 acres or upward in spring wheat, South Dakota reports a condition of 100, North Dakota 96 and Minnesota and Iowa 95. In Washington and Oregon, which together have over 1,100,000 acres in spring wheat, the condition averages are 97 and 93, respectively. The average condition of winter wheat on June 1 was 76.1, as compared with 76.4 on May 1, 1902; 87.8 on June 1, 1901, and 80.3, the mean of the June averages of the last ten years. The total reported acreage in oats is about four-tenths of 1 per cent in excess of the acreage harvested last year. The changes in acreage are very evenly distributed and are generally inconsiderable. The average condition is 90.6, against 85.3 on June 1, 1901, and a ten-year average of 90. The acreage reported as under barley exceeds the acreage harvested last year by 8.5 per cent. The average condition is 93.6, as against 91 on June 1, 1901, and a ten-year average of 88.6. The acreage under rye shows a reduction of five-tenths of 1 per cent from that harvested last year. The average condition of rye is 88.1, as compared with 93.9 on June 1, 1901, a ten-year average of 89.3."

SEEDS

E. J. Bowen, wholesale seeds, etc., at Seattle, Wash., recently sustained a severe fire loss.

The seed firms of Shenandoah, Ia., have shipped out nearly 250,000 bushels of selected seed corn this year.

The exports of seeds from this country to Canada during the nine months ended with March, 1902, were valued at \$1,363,485.

The Goodwin-Harries Company of Chicago has purchased a No. 29 Double-Blast Clipper Cleaner for its Sturgeon Bay, Wis., seed house.

J. Bolgiano & Son of Baltimore, Md., are putting in a No. 7 Special Brush and Dustless Clipper Cleaner, for handling seeds and onion sets.

The San Francisco seed market shows little change as far as quotations are concerned. The business at present is restricted to light jobbing operations.

J. R. Ratekin & Son of Shenandoah, Iowa, will install a No. 9 Special Clipper Cleaner, with traveling brushes, in their seed elevator, which they are overhauling.

The Corn Growers' Association of Illinois has adopted a system of examination for candidates who apply for certificates as expert judges of corn. Candidates who are successful in passing the examination are given certificates entitling them to

act as expert judges for one year. At the end of this time it is necessary to take another examination, when another yearly certificate is issued. Three certificates entitle the holder to a life certificate.

Northrup, King & Co. have leased the store at 714 Nicollet avenue, Minneapolis, and have fitted it up for a retail seed establishment. The firm will retain its office and wholesale warehouse and also its retail seed store on Bridge Square, where it has been located for a number of years.

The Mandeville & King Company of Rochester, N. Y., has been incorporated with a capital stock of \$250,000 by W. J. Mandeville, F. B. King and S. M. Pease. It is stated that the new corporation is to take over the business of the following seed firms: Briggs Bros. & Co., Mandeville & King, James Vick's Sons, Crosman Bros. and the Cleveland Seed Company. The last-named concern has headquarters at Cape Vincent, N. Y., the remainder being located in Rochester. The two men principally interested in the consolidation are Henry B. Hathaway and W. J. Mandeville. They have practically controlled the four big Rochester seed houses for some time and the recent purchase of the Cleveland Seed Company of Cape Vincent by Mr. Hathaway has added the fifth to the combination.

AMENDMENTS TO THE MANITOBA GRAIN LAW, 1902.

The following are the prominent features of the amendments made to the Manitoba grain law of 1900, as passed by the provincial parliament at its late (1902) setting:

2. Sub-section 1 of section 34 of the said act is amended by inserting between the words "shall" and "keep," in the second line thereof, the words "receive the first six standard grades of wheat established and described in the General Inspection Act, as amended by chapter 25 of the statutes of 1899, and, further amended by chapter 24 of the statutes of 1901, and shall, as far as practicable, in the opinion of the commissioner."

3. Sub-section 1 of section 41 of the said act is repealed and the following sub-section is substituted therefor:

"41. On a written application to the commissioner by any person residing within 40 miles of his nearest shipping point, he may give permission to such person to erect, under the provisions of this act, a flat warehouse, covered with metal, with power to enlarge it should necessity require it, at such shipping point. Such flat warehouse shall be erected on the railway company's premises, after getting location of a siding, and the railway company shall be compelled to give such location with siding on its premises, in some place of convenient access, to be approved of by the commissioner, at a rental not greater than that charged to standard elevators. If, in the judgment of the commissioner, more than one such warehouse is required at a station, one or more additional warehouses may be authorized by him; and in that case all the provisions of this section shall apply to the construction of such warehouses."

5. Section 42 of the said act is repealed and the following section is substituted therefor:

"42. On a written application to the commissioner by ten farmers, resident within twenty miles of their nearest shipping point, and on the approval of the application, the railway company shall, within the time hereinafter mentioned, erect and maintain at such point a loading platform, as hereinafter described, suitable for the purpose of loading grain from vehicles direct into cars.

"2. Each loading platform shall be erected within the limit of the station yard, at a siding which the railway company shall provide on its premises in some place convenient of access, to be approved by the commissioner, and shall be at least ten feet wide, and of such dimensions and be constructed of such materials and in such manner as the commissioner designates, and in the case where there is no station yard at such siding as the commissioner may prescribe, except at crossing sidings reserved for crossing purposes only.

"3. Such loading platforms may be used free of charge for the loading of grain.

"4. The railway company shall construct such loading platform within thirty days after the application is made to such company by the commissioner, unless prevented by strikes or other unforeseen causes, and shall be held liable to pay a fine of not less than twenty-five dollars for each day's delay beyond that time. The period in each year within which the commissioner may receive such applications shall be between the fifteenth of April and the fifteenth of October.

"5. Railway companies shall furnish cars to farmers, without undue delay, for the purpose of being loaded at such loading platform; and at any shipping point where there is no loading platform, cars shall be furnished by the railway company, without undue delay, for loading grain direct from vehicles."

6. Section 47 of the said act is repealed, and the following is substituted therefor:

"47. From and after the first day of July, 1902, all moneys collected under the provisions of this Act, and all inspection fees upon grain inspected within the Manitoba district, as provided for under section 20 of the schedule to chapter 25 of the statutes of 1899, shall, notwithstanding anything to the contrary in this act or in the said chapter 25 or the schedule thereto, be paid through the chief grain inspector of the Manitoba district into, and shall form part of, the consolidated revenue fund of Canada, and accounts

thereof shall be kept by the said chief inspector in such manner and in such detail as is from time to time determined by the Minister of Trade and Commerce."

7. Section 57 of the said act is repealed and the following sections are substituted therefor:

"57. Any person, firm or corporation guilty of an infraction of, or failing to comply with, any provisions of this act for which a penalty is not in this act provided, or of any rule or regulation made pursuant to this act, shall, upon summary conviction, in addition to any other punishment prescribed by the law, be liable to a penalty of not less than fifty dollars nor more than one thousand dollars, and, in default of payment, to imprisonment for not less than one month nor more than one year.

"58. At each station where there is a railway agent and where grain is shipped under such agent, an order book for cars shall be kept for each shipping point under such agent, open to the public, in which applicants for cars shall make order. Applicants may make order according to their requirements; cars so ordered shall be awarded to applicants according to the order in time in which such orders appear on the order book, without discrimination between elevator, flat loading platform or otherwise; and any applicant who fails to load the said car or cars within twenty-four hours from the time such cars are furnished by the railway company, shall lose his right so far as concerns the car or cars not so loaded.

"2. When the railway company is unable, from any reasonable cause, to furnish cars at any shipping point to fill all orders as aforesaid, such cars as are furnished shall be apportioned to the applicants in the order of application as appearing in the said order book, until each applicant has received one car, after which the surplus cars, if any, shall be apportioned rateably according to the requirements of each applicant."

PERSONAL

J. L. Gwynn is conducting the grain business at Imogene, Iowa, while his brother is at the springs.

Frank Lynch has been admitted to partnership by Joseph Quintal, hay and grain dealer of Montreal, Que.

Frank Sanborn, manager of the McHugh-Gardner Elevator at Felton, Minn., was married recently at Crystal Lake, N. D.

C. H. Mahir, formerly a prominent figure on the Chicago Board of Trade, has returned from California, where he spent the winter.

The marriage of Clarence Brown, a well-known grain buyer of Jefferson, S. D., to Miss Sadie Casady of Dubuque, Iowa, is announced.

Thomas E. Wells, of the Continental Packing and American Cereal companies, left Chicago, June 7, for a three months' stay in Europe.

Fred Verry, a grain dealer and banker of Arming-ton, Ill., was married at Bloomington, Ill., May 19, to Miss Henrietta Schlegel, of the latter place.

Edward L. Perkins of Spokane, Wash., has been appointed chief deputy grain inspector at that city by State Grain Inspector John W. Arrasmith.

State Grain Inspector John W. Arrasmith has appointed H. L. Votaw secretary of the grain office at Tacoma, Wash. Mr. Votaw assumed his duties June 1.

Erastus Dole, senior member of the firm of E. Dole & Co., dealers in grain and flour at Camp-ton, N. H., is reported to be in feeble health. Mr. Dole is 80 years of age.

Samuel D. Eldredge, who had been connected with the Chicago Board of Trade since 1871, and a member since 1878, has sold his membership and will go West for his health.

Mr. Wilkinson, who recently bought Parkinson & Co.'s elevator at Washington, Iowa, has moved his family to that town. Mr. Wilkinson was formerly located at Lafayette, Ind.

Wm. Cloke, formerly a member of the firm of Cloke Bros., grain dealers of Piper City, Ill., is adjusting his financial affairs and expects to resume business with his brother before long.

C. MacDonald Robinson, chief grain inspector of Galveston, was in Chicago recently, on his annual visit, which is made with a view to keeping in touch with the methods of handling grain in the latter city.

J. J. Buska, who has been buying wheat at Lester Prairie, Minn., has given up his position and will again take up the active management of his farm. Fred Howind succeeds to the position of wheat buyer.

George J. S. Broomhall, editor of the Corn Trade News, has been selected by the proprietors of the London Times to compile an article on "The Grain Trade of the World," published in the new edition of the Encyclopedia Britannica.

Francis Duhne, of Hamburg, Germany, has taken a position in the office of E. P. Mueller, feed and grain dealer at Milwaukee, Wis., for the purpose of learning the feed and grain business as carried on in this country. Mr. Duhne will spend a year

in Milwaukee and then return to Hamburg to accept a position with his father.

S. C. Lindley, a grain merchant from New South Wales, was in Buffalo recently on his way to England. He inspected Buffalo's elevator system and remarked that it was only a question of time until elevators would be built in his home country.

Wm. Murphy, of the Murphy Grain Company of Kansas City, Mo., is promoting the establishment of a suburban town near Kansas City. He has purchased a large tract of land and after setting aside a part of the property for his own use is disposing of the remainder.

George W. Hoffman, a grain dealer of St. Jacob, Ill., and collector for St. Jacob Township, has been missing since May 7, when he went to St. Louis to transact some business for the St. Jacob Grain Company, which he had organized two weeks' previous. Mr. Hoffman was 43 years old and has a wife and three children. It is feared that he met with foul play.

L. M. Garman, the Glenwood, Iowa, grain dealer, who was shot by his son some weeks ago, has had an X-ray examination of the wound in the back of his head. It was discovered that the bullet had lodged against the bone in the neck just at the base of the brain. The bullet is flattened out and is about the size of a silver quarter. Mr. Garman is now attending to business, seemingly little inconvenienced by the imbedded missile.

Daniel Hill, an operator on the Chicago Board of Trade and former partner of George H. Phillips, was shot and severely wounded by unknown assailants, who entered his residence, 797 West Monroe street, at an early hour on the morning of May 25. Mr. Hill was in bed and heard someone making an attempt to enter his room. He opened fire with his revolver and the unknown intruder answered by firing three shots, all of which took effect in Mr. Hill's head and body. Mr. Hill and family believe the attack was the result of an attempted robbery. No arrests have been made.

Late Patents

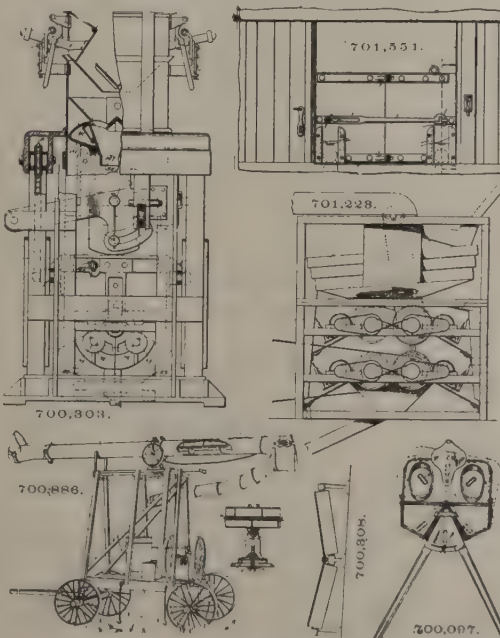
Issued on May 13, 1902.

Grain Loader.—Benjamin F. Slenker, Panola, Ill. Filed May 24, 1900. No. 700,097. See cut.

Issued on May 20, 1902.

Vertical Grain Scale.—Peete B. Clarke, New York, N. Y. Filed April 29, 1901. No. 700,303. See cut.

Conveyor Belt.—James M. Dodge, Philadelphia, Pa., assignor to the Link-Belt Engineering Company, same place. Filed August 27, 1901. No. 700,308. Claims cover a conveyor belt made of two



or more independent endless sections arranged side by side, the abutting edges of said sections being hinged together. See cut.

Issued on May 27, 1902.

Apparatus for Handling Grain.—Arthur Atkinson, Winnipeg, Canada. Filed February 4, 1901. No. 700,886. See cut.

Machine for Removing Garlic from Wheat.—Welby M. Rice, Manassas, Va., assignor of one-half to Irven R. Wolverton, same place. Filed October 7, 1901. No. 701,223. See cut.

Issued on June 3, 1902.

Grain Car Door.—Isaac L. Edwards, Aurora, Ill. Filed January 29, 1902. No. 701,551. See cut.

OBITUARY

Albert G. Longfellow, for many years in the grain business at Augusta, Me., died May 15.

John E. W. Hargett, one of the best known grain merchants of Frederick, Md., died at his home in that city May 9, aged 52 years. He was ill only a short time, the cause of death being heart failure.

J. J. Russell, a well-known grain and livestock dealer of Lawrence, Kan., died June 5, after an illness of several weeks. He located in Lawrence twenty years ago and had since been actively engaged in business.

James M. Love, who was connected with the grain department of Sidney Love & Co., Chicago, died May 15, of pneumonia, after an illness of five days. Mr. Love was a graduate of Harvard and joined his brother's business last year.

Ralph H. Hunt, for several years a trader on the Chicago Board of Trade for Ware & Leland, died May 15, aged 31 years. Mr. Hunt had been connected with the Board of Trade for a number of years, but his business career had been interrupted of late by illness. The interment was at Lexington, Ill.

Jacob H. Fairbanks, the second oldest merchant of Fitchburg, Mass., died at his summer home May 13, after a short illness. For many years he was engaged in the grain business and was also an extensive farmer and stock raiser. He was born in Ashburnham, Mass., in 1825, and engaged in business in Fitchburg in 1852.

Arthur V. Rogerson, for many years identified with the grain business at Mansfield, Mass., died May 11, of heart failure brought on by acute indigestion and gastritis. Mr. Rogerson was born in 1840 and had been a resident of Mansfield since 1866. He is survived by his second wife. Mr. Rogerson was one of the prominent business men of his town and in addition to the grain trade was connected with a number of enterprises.

Captain John Long died suddenly May 13, of heart disease, at his home, 6032 Rhodes avenue, Chicago. Captain Long was born in Limerick, Ireland, March 7, 1829, and came to this country in 1851, locating in Chicago a year later. He became identified with the lake grain and lumber traffic, but lost his entire fortune in the "Jay Cooke panic" of 1872. He recovered from this disaster, however, and at the time of his death owned considerable property. Mr. Long was twice married and is survived by one son.

P. O. Peterson, who was connected with the grain firm of Randall, Gee & Co., of Minneapolis, was killed by a switch engine May 11. For the past few years Mr. Peterson has been troubled with failing sight and he is supposed to have failed to see the approaching engine in time to escape. He was alive when picked up, but died on the way to the hospital. Mr. Peterson had been connected with various Minneapolis grain firms for the past 15 years and was well known. He was about 50 years old and a widower.

A thief discovered stealing wheat from a car in the freight yards at Willmar, Minn., succeeded in making his escape after an exciting chase.

What is believed to be the largest carload of wheat ever shipped to Baltimore arrived in that city on May 24 over the Pennsylvania Railroad. The consignment, which consisted of 109,860 pounds, or 1,831 bushels, of northwestern spring wheat, came in in car No. 98578 of the Pennsylvania Railroad Company.

C. M. Warner, lately president of the United States Sugar Refining Company of Waukegan, absorbed by the Corn Products Company, now a resident of Syracuse, N. Y., is said to be at the head of a movement to organize a company in competition with the Corn Products Company. He has associated with him A. H. Kersting, lately with the National Starch Company.

Charles J. Murphy, Iowa's corn commissioner at Brussels, says: "Jean Vandertailen, Place Verte, Antwerp, one of the largest grain importers in Belgium, wishes to communicate with corn growers in the United States, with a view to import large quantities of cornstalks pressed in bales, to be ground here and mixed with corn and other feeding stuffs. One party in Antwerp is importing about 1,000 bales per month. Growers who are interested can communicate direct with Vandertailen, who is a very responsible man. Prices must be c. i. f. Antwerp, that is, cost, insurance and freight must be prepaid by the shipper. Mr. Vandertailen will pay for the stalks cash on presentation of draft and bill of lading, so lowest figures can be quoted."

TRANSPORTATION

The Atchison, Topeka & Santa Fe will extend its line from Erin Springs to Lawton, Okla., and also into Texas.

The Des Moines, Iowa Falls & Northern Railway has let the contracts for its new line between Iowa Falls and Osage.

The charter rate for new crop wheat loading at Pacific Coast ports is ruling about 10 shillings a ton less than last year.

The Baltimore & Ohio has issued a grain tariff circular giving the rates for export grain to the Atlantic seaboard, which went into effect May 21.

The newly organized Western Illinois Railway, which will build a line from Dahinda, Ill., to Henry, Ill., has practically contracted for the construction work.

The Illinois Central and the Yazoo & Mississippi Valley railroads have agreed to protect the through rate to the South. A time limit of 90 days has been established.

The demand for ocean grain room shows little improvement at Montreal and the asking rates show no changes, but the tone of the market is said to be undoubtedly easier.

The Farmers' Grain Company, Ltd., has been incorporated at Lewiston, Idaho, with a capital stock of \$50,000 to construct and operate a tramway from Nez Percé to a point on Clearwater River, Wash.

It is reported that the Great Northern Steamship Company will build three new ships for the oriental trade. These are to be in addition to the two ships now being built for the company and which will be launched soon.

James Sutherland, the Canadian minister of marine, is still working to improve the St. Lawrence route. It is the intention of the department to have a thorough survey made of the dangerous waters in the neighborhood of Cape Race.

The British ship John Cook has been chartered for new crop wheat loading at Portland, Ore., at 28s 9d (\$6.90) per ton, lowest rate reported for a ship of that size since the chartering began. There are 27 ships en route for Portland.

Baltimore grain men are making a determined effort to have restored the differential of 3 cents on the 100 pounds in favor of that city. A conference was recently held between the officials of the B. & O. and Pennsylvania railroads, grain exporters and representatives of steamship lines.

A number of vessels have recently sailed from Boston with coal as ballast instead of wheat, as usual. This is said to be due to the fact that the Grand Trunk is favoring Portland at the expense of Boston. The latter city's export grain trade is in bad shape.

An act extending for two years the time within which the Montreal, Ottawa & Georgian Bay Canal Co. may commence work on its projected canal from the Georgian Bay, via French River, Lake Nipissing and the Ottawa River to Montreal has been passed by the Dominion House.

The Great Lakes & St. Lawrence Transportation Company has been formed at the head of the lakes to carry grain to Quebec. A. B. Wolvin of Duluth is head of the new company, which has chartered several light draft boats to be used in the Quebec grain business exclusively during the entire season.

The reduced tariffs agreed upon between the eastern officials and officials of the Chicago-St. Paul lines went into effect May 21. The export grain rate, all rail, Chicago to the seaboard, is now 13½ cents, instead of 17½, and the export flour rate is 15, instead of 17½ cents. Export flour rate, lake and rail, is 13 instead of 15 cents.

The farmers between Washtucna and Ritzville, Wash., are agitating the building of a railroad from a point 15 miles southwest of Sprague, running down through the Rattlesnake flat and through Franklin County to Pasco. The route of the proposed road is about midway between the Northern Pacific on the north and O. R. & N. on the south.

The lake grain carrying trade from Chicago has shown some improvement of late, much to the satisfaction of vesselmen, who have been reporting poor business since the opening of navigation. For the week ending June 7, a gain of 82,000 bushels over the corresponding week of last year was made. Other lake ports do not show any great change for the better.

The request of the Chicago grain dealers for an extension of the transit privileges from six months to nine months has been denied by the railroads. The present transit privileges have been in force since 1890, and permit the grain dealers to ship in grain from the West and send it out to the East any

time within six months and receive the benefit of the through rate.

The Chicago Great Western put into effect a 7-cent rate on grain from the Missouri River to Chicago, May 21. The rate is a reduction of 5 cents and the Great Western officials claim that it is due to the Kansas City-Gulf situation. The rate between those points has been cut, it is claimed, to a figure which, minus the usual differential from Kansas City to Chicago, would make a 7-cent rate between the latter points.

A meeting of the Southeastern Mississippi Valley Freight Association was held in Louisville May 30 to confer with regard to rates on grain and grain products. The question of rates as between crossings—the Cincinnati, Louisville, Evansville and Cairo gateways—has always been a vexed one and an effort is being made to secure an adjustment. The meeting May 30 was to hear arguments and action will be taken at a later meeting.

A reduction in freight rates on export grain products has gone into effect on the Ontario divisions of the Grand Trunk and Canadian Pacific railways. The flour and grain tariff from points on the main lines to Montreal, New York, Philadelphia and Boston has been cut from 13½ cents to 11½ cents per hundred pounds. The reduction is the result of a cut in the Chicago-New York rate from 17½ cents to 15 cents, the Canadian railway tariff having to be reckoned on a 78 per cent basis of the Chicago rate.

At the annual election of the Pittsburg Grain and Flour Exchange for a board of managers to serve for the ensuing year, held at the Exchange rooms, June 10, the following gentlemen were elected: L. S. McKallip, Wm. A. McCaffrey, Philip Geidle, Jr., J. A. A. Geidle, Robert Thorne, I. N. Boarts, S. R. Patterson, F. W. Schomaker, H. G. Morgan, W. W. Beatty, Chas. V. Herb, G. W. C. Johnston, S. H. Smith. The newly elected board met Thursday, June 12, for organization, and selected the following officers: Wm. A. McCaffrey was re-elected president, S. H. Smith, vice-president; Philip Geidle, Jr., secretary, and Chas. V. Herb, treasurer. The election of chief grain and hay inspector and superintendent of the Exchange will be made at the regular monthly meeting the first Saturday in July.

A new agreement between the various London steamship lines and the London Corn Trade Association went into effect June 1. The most important clause of the agreement is one whereby the shippers shall pay the steamship lines over and above the regular freight rate a sum equal to four-fifths of 1 per cent of the value of the consignment, calculated on the shippers' invoice price. In return for this the steamship people agree to deliver the full amount of grain signed for in the bill of lading, and to make up any deficiencies. This is a matter of no little importance to grain exporters, as it will enable them to sell grain in specific lots and make deliveries accordingly. The four-fifths of 1 per cent is on grain from Canadian and North Atlantic ports; shippers from gulf ports will pay seven-eighths of 1 per cent. Another important clause is that allowing steamers to discharge at Tilbury docks or elsewhere, providing they lighter the grain to the Victoria docks—a distance of something more than fifteen miles.

The EXCHANGES

Chicago Board of Trade memberships continue to change hands at about \$3,500.

The option trading pit at the Buffalo Merchants' Exchange is becoming quite popular.

The Chicago Board of Trade Mutual Benefit Association has appointed Martin D. Stevers as its secretary.

It is now expected that the new Minneapolis Chamber of Commerce Building will be ready for occupancy in the fall.

The grain committee of the Philadelphia Commercial Exchange has adopted new rules covering the inspection of grain.

The cornerstone of the new Board of Trade Building at Montreal was laid on the afternoon of May 14. President Alex. McFee and Mayor Cochrane made appropriate addresses.

The Milwaukee Chamber of Commerce has adopted a rule which requires that all members of a firm and all executive officers of corporations doing business on that exchange must be members thereof.

At the annual election of officers and standing committees of the Open Board of Trade at Chicago, the following were elected: President, Charles Q. Albertson; vice-president, William Duncan; directors (two years), M. L. Tankersley, E. E. Powers,

J. J. Maze and O. K. Richards; committee of arbitration (two years), J. Well and B. J. McCleary; committee of appeals (two years), W. C. Albertson, N. M. Nusly and E. J. Sherwin.

The first car of new Texas wheat to arrive in Chicago was sold on the Board of Trade on June 5 to Richardson & Co. at 78½ cents, for the benefit of the Rural Home and School for Boys. It was contributed by the J. Rosenbaum Grain Company.

From June 9 to October 1 the Milwaukee Chamber of Commerce will open daily at 9 a. m. and run to 2:30, having its curb after the regular close, at 1:15. On Saturdays trading hours are to be 9 a. m. to 1:15 p. m., except on government-report days, when the curb will be open until 3:30 p. m.

On account of questions arising out of the fire at Elevator D at Fort William, the Winnipeg exchange has adopted the following resolution: "In the opinion of this exchange, 'proper documents' necessitates proof that the grain represented by same is undamaged at time of tender in all cases where fire has occurred in the elevator in which the grain is stored."

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS FOR SALE.

One elevator that is a money maker sure.

W. A. THOMPSON, Attica, Ind.

FOR SALE.

One new No. 4 Bowsher Grinder with elevator. Bargain.

R. E. HARDY, 1601 Military St., Port Huron, Mich.

FOR SALE.

Two Smith Lift Dumps, almost new. Will sell for reasonable price.

MATTOON ELEVATOR CO., Mattoon, Ill.

FOR SALE.

A good feed mill at a reasonable price. It is in fine condition. Address

W., Box 6, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

A 25-horsepower steam engine; in good shape. Will sell cheap. Address

X, Box 6, care "American Elevator and Grain Trade," Chicago, Ill.

ILLINOIS ELEVATOR.

A first-class; modern grain elevator, located in Central Illinois, for sale. Address

COON BROS., Rantoul, Ill.

GASOLINE ENGINES.

Gasoline engines for sale or exchange for Minnesota or Dakota lands. Address

McDONALD, 36 W. Randolph St., Chicago.

FOR SALE.

White wheat in carloads. If needing, telegraph "Williamson," Salt Lake City, or write

SAM WILLIAMSON, Salt Lake City, Utah.

OAT CLIPPERS.

For sale, two No. 9 Invincible Oat Clippers. Used but little, as good as new. Price reasonable. Address

W. D. JUDD, St. Louis, Mo.

FOR SALE.

Two hay barns at Wolcott, Ind., and one at Remington, Ind. Storage capacity 1,000 tons. Easy terms. Address

E. H. WOLCOTT, Wolcott, Ind.

FARM LANDS.

For sale, farm lands on easy terms, in Clay and Wilkin counties. Finest part of Red River Valley. Write me. Come direct.

W. E. EBLING, Barnesville, Minn.

FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

ELEVATORS FOR SALE.

Two elevators for sale at Bellflower and Kumler, McLean County, Illinois. Good coal trade. On Illinois Central Railroad. Address

BATEMAN & NOBLE BROS., Bellflower, Ill.

FEED MILL AND ELEVATOR.

For sale, a feed mill and grain elevator doing a good business. Located on the Chicago & Northwestern Ry., 55 miles west of Chicago, in a good grain country. Address

JOHN GOODALL, Cortland, DeKalb Co., Ill.

ELEVATORS FOR SALE.

For sale, elevators at a few good points—Virden, Cantrall, Athens, Bates, Loami, Curran, New Berlin, Island Grove and Dawson, all in Illinois. Also at Arapahoe, Neb. Ask for particulars.

E. R. ULRICH & SONS, Springfield, Ill.

ELEVATOR FOR SALE.

Elevator and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bushels; gasoline engine and dump. Good opening for right man. For particulars inquire of

N. H. HALDERMAN, Mt. Carroll, Ill.

ILLINOIS ELEVATOR.

For sale, 40,000-bushel elevator, newly painted and in first-class repair. New Fairbanks-Morse Gasoline Engine, 12 horsepower. Coal trade. Five town lots. Corn crib, office and scales and new residence. Must sell all together.

C. H. WHITAKER & SON, Ellsworth, McLain County, Ill.

ELEVATORS FOR SALE.

An established elevator line, comprising thirty elevators, including a large shelling and cleaning house, located on the Chicago Great Western Railway line between Minneapolis and Oelwein, Iowa. For particulars address the undersigned.

FRED C. VAN DUSEN, P. B. SMITH, Associates, No. 100 Corn Exchange, Minneapolis, Minn.

A GOOD MEDIUM.

If you want to buy or sell a grain elevator or machinery try an advertisement in the "American Elevator and Grain Trade." The journal has had a 20 years' acquaintance with the grain dealers of the country and good results invariably follow the insertion of line advertisements.

Miscellaneous & Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS WANTED.

Wanted, to buy good country elevators in Western Ohio, Indiana or Illinois. Please give full particulars. Address

ELEVATORS, Box 6, care "American Elevator and Grain Trade," Chicago, Ill.

WANTED TO BUY AND SELL ELEVATORS

List your grain elevators with me. I have cash buyers and can guarantee satisfactory prices for your properties. Address

AARON SMICK, Decatur, Ill.

NO MORE MUSTY CORN.

Use Beale's Adjustable Corn Crib Ventilators. Allows you to build cribs 16 to 24 feet wide. Saves 30 per cent in building material. No more musty corn. Write to

N. S. BEALE, Tama, Iowa.

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A journal that has had twenty years' acquaintance with the grain trade of the country is the one that brings results. If you wish to reach grain dealers advertise in the "American Elevator and Grain Trade."

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Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

WANTED.

A reliable, steady millwright. One who can handle a two-hundred-thousand-bushel capacity grain elevator; keep shafting and machinery in repair. Also keep account of in-going and out-going weights of cars. Single man preferred. Elevator located in Pennsylvania. State terms and whether married or single. Address

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The Pioneer Limited.

Famous Train of the World.

Chicago—St. Paul—Minneapolis.

VIA

THE ST. PAUL ROAD.

(Chicago, Milwaukee & St. Paul Ry.)

Equipment and Service
Unequaled.

Time tables, maps and information
furnished on application to
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Chicago, Ill.

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The Garry Iron and Steel Roofing Co.,

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Steel Roofing,
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We make a specialty of

**Corrugated Iron and
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For Grain Elevators,**

And take contracts either for material alone or job completed.

Write us for prices. We can save you money.



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Sample Envelope

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WE USE the best Rope and
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Howe Envelope Co. Ltd.
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E. R. Ulrich & Sons,

SHIPPERS OF WESTERN GRAIN,

Especially High Grade White and Yellow Corn.

Elevators along the lines of the following railroads in Central Illinois: Wabash; Chicago & Alton; I. C.; C. P. & St. L. and Pawnee.

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SPRINGFIELD, ILLINOIS.

Write for prices delivered.

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COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucketshop keeper or irresponsible dealer.]

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Leading Hay Dealers,

PITTSBURG, PA.

Consignments solicited. Reference: Duquesne National Bank

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ESTABLISHED 1876.

W. A. RUNDELL & CO.,
GRAIN & SEEDS.

WE BUY DELIVERED TOLEDO OR F. O. B. YOUR STATION.

CONSIGNMENTS and FUTURES given special attention.

Ask for our "Daily Market Letter and Track Bids."
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Grain and Hay.

ST. LOUIS, MO.

Members
Grain Dealers' National Association.

GEO. N. REINHARDT & CO.

MELROSE STATION, NEW YORK CITY.



We sell on Commission and buy direct,

HAY, GRAIN AND FEED.

Storage capacity 8,000 bales, 30,000 bushels
Let us know what you have to offer.

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Wholesale Grain, Hay and Mill Feed.

CONSIGNMENTS SOLICITED.

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SEND FOR OUR RED LETTER.

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W. W. ALDER.CONSIGN YOUR GRAIN AND FEED
TO A STRICTLY

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OUR SPECIALTIES—Quick Returns and Careful
Guarding of our Shippers' Interests.

Correspondence Invited.

Write for Buffalo market letter.

81 BOARD TRADE, BUFFALO, N. Y.

Husted Milling & Elevator Co.,

BUYERS OF

CORN AND OATS

WRITE GRAIN DEPARTMENT FOR DAILY BIDS.

31-32 Board of Trade, Buffalo, N. Y.

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Successors to

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Established 1854.
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543 RIALTO BUILDING :: CHICAGO, ILL.

Special Attention Given to Consignments.

CAPITAL \$200,000.00.

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Write for my daily market letter.

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Orders for future delivery executed on margins.
All business transacted through & confirmed by Irwin Green & Co.My daily and weekly market letters are published in full in the Chicago Evening Post, also the Chicago Evening
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WE SOLICIT CONSIGNMENTS.

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Consign your grain and seeds and send your
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Write for our Daily Market Letter.

Your interests are our interests.

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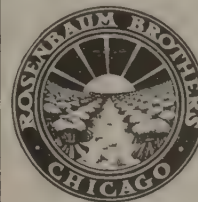
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Experienced men on 'Change.

Ample financial resources.

Thirty years' experience.

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Established 1861.

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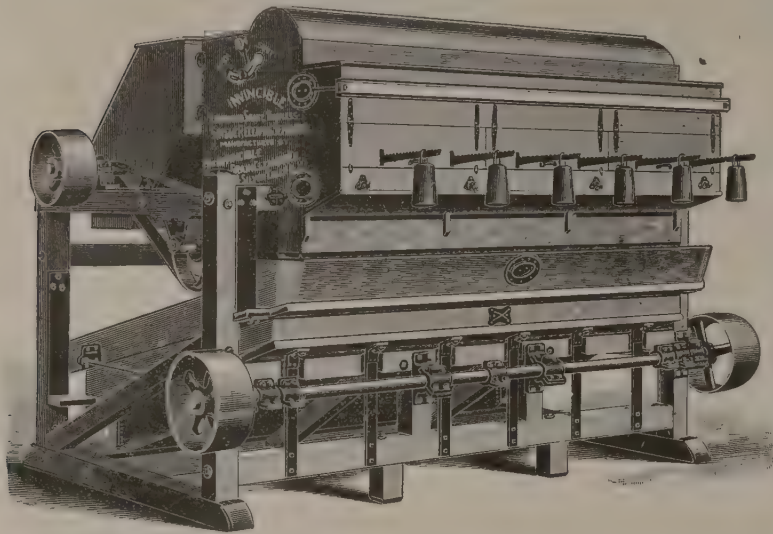
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NO SHAKE, NO TREMBLE—Steadiness Itself.

The Invincible Compound-Shake Separators

Can be placed anywhere in the elevator.
They never shake the building but stand as steady as a rock.
Their work is perfect.
Write for latest catalogue.



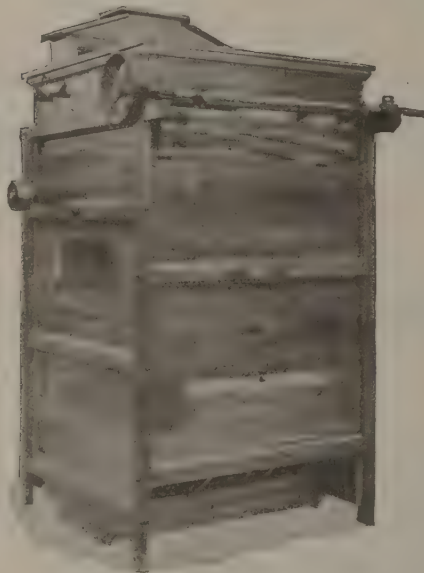
Invincible Grain Cleaner Company,
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Also Manufacturers of the
Needle Screen Gravity Separator and Spiral Belt Separator.

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The Wizard Dustless Mill and Elevator Separator.



An honestly
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A thorough cleaner,
and cannot be
excelled for reliable
work.

Send for our
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Scalpers and
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PORT HURON, MICH.



We are Still Harping

on an old subject—the superiority of Wolf machinery.

You remember the story of the country minister who once went to fill a neighboring pulpit.

After he had started he found he had brought the same sermon he had preached the last time he filled that same pulpit.

The text was: "Cease to do evil; learn to do good."

There wasn't time to go back, so he preached the same sermon over again.

After the sermon some of the elders came up and asked him if it was the only one he knew.

"No," he replied, "but have you ceased to do evil and learned to do good?"

The elders allowed they hadn't, quite.

"Then," said the preacher, "I shall talk on that text until you do."

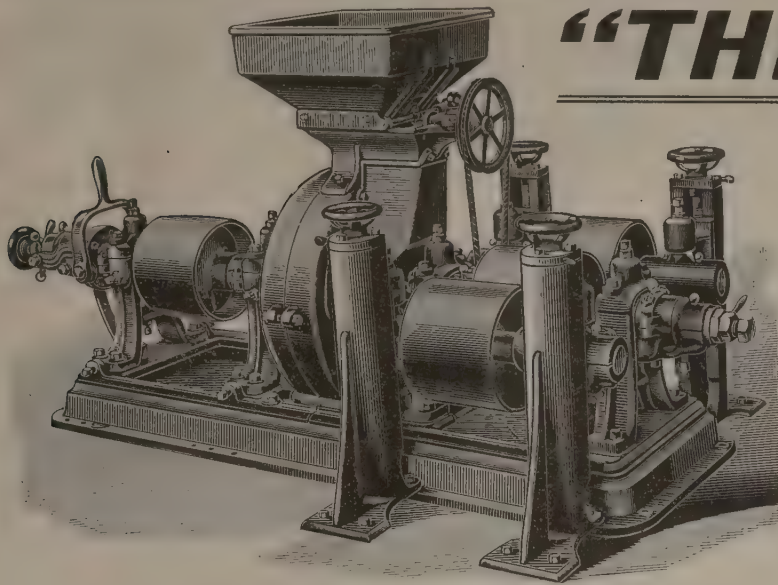
We have been giving you arguments and facts to prove that you could make more money if you equipped your mill or elevator with Wolf machinery.

We shall keep preaching from this text until you do.

THE WOLF COMPANY,

Builders of
Modern Milling Machinery.

Chambersburg, Pa.



"THE END OF MAN

IS AN ACTION, NOT A THOUGHT," said Carlyle. Applied to yourself this means that you will never become the proud owner of a

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by simply thinking about it. The action necessary is that you write us for description and full information. Then when you have satisfied yourself of its many desirable features and advantages, the final act that will place you ahead of your competitors and make you the leading feed grinder in your locality will be an order for a Monarch Feed Mill sent to the manufacturers,

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J. B. DUTTON'S Patent Automatic Grain Scale.

FOR USE IN

ELEVATORS, DISTILLERIES, MALT HOUSES, FLOUR MILLS, ETC.

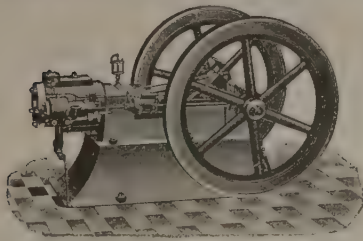
ACCURATE AND RELIABLE AT ALL TIMES. SCALES SENT ON 30 DAYS' TRIAL.

SEND FOR CIRCULAR AND PRICE LIST.

Address

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HAVANA GASOLINE ENGINES



ARE BUILT RIGHT, WORK RIGHT
AND ARE SOLD RIGHT.

Catalogue from

The Ashurst Press Drill Co.,
Box B. HAVANA, ILL.

A GRAIN SPOUT

That will
load cars
without
shoveling.
It is worth
its weight in
gold.
It will save
you in labor
all it costs in
less than a
month.

Send for Prices
to

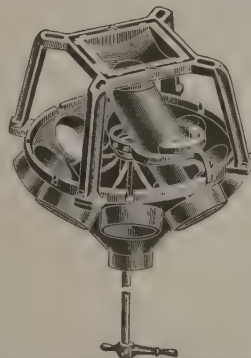


H. SANDMEYER & CO.,
PEORIA, ILLINOIS.

READ THIS!

We wish to inform our patrons that we now have a new chain on the market known as the B. S. C., which is 400 pounds stronger than any chain we have previously sold them, and if new chain is wanted, we will be glad to quote the B. S. C., which will not only outwear any other chain, but handle more grain, either on level or on an incline. We will be pleased to quote price on our Patent Chain Feeder, using this new chain, to any one needing a grain conveyor, as we know it to be the most complete and durable on the market. Write us at once, giving sketch of your location, showing distance, size, and speed of power shaft, and state kind of grain you wish to handle.

B. S. CONSTANT CO., BLOOMINGTON, ILLINOIS.



When building or repairing an elevator ECONOMY OF SPACE is an important point to consider.

Why not increase your bin capacity, lessen cost of spouting and diminish the size of your cupola by installing the improved

**HALL AUTOMATIC OVERFLOW
SIGNALLING GRAIN DISTRIBUTOR.**

Write us for illustrated booklet with full particulars.

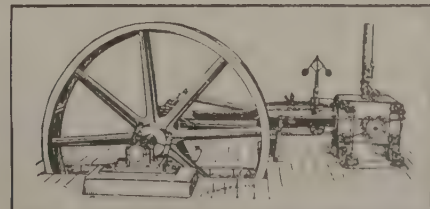
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THE VILTER MANUFACTURING CO

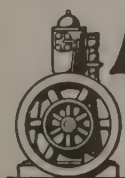
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IMPROVED CORLISS ENGINES.

High Pressure,
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PEERLESS AND TANDEM

HIGH GRADE

GAS AND GASOLINE ENGINES.

Single Cylinder, 2, 4, 6, 8, 10 H. P. Double, 10, 15, 20, 25, 40, 50 H. P.

Write us stating size required. **Northern Engineering Works,** Detroit, Mich.

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THE BEST
MADE BY

Boston Woven Hose & Rubber Co.,

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NEW STEEL FIREPROOF ELEVATOR AT BUFFALO, N. Y.
MACDONALD'S PATENT STORAGE BINS



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Engineers and Contractors,

BUILDERS OF

GRAIN ELEVATORS

*In wood, steel or combination materials.
Any capacity from 5,000 bushels up.*

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We have the Equipment

TO BUILD GOOD ELEVATORS.

We have the Ability

TO BUILD GOOD ELEVATORS.

And what is more to the point

WE HAVE THE DISPOSITION TO BUILD
GOOD ELEVATORS.

Plans and Specifications our Specialty.

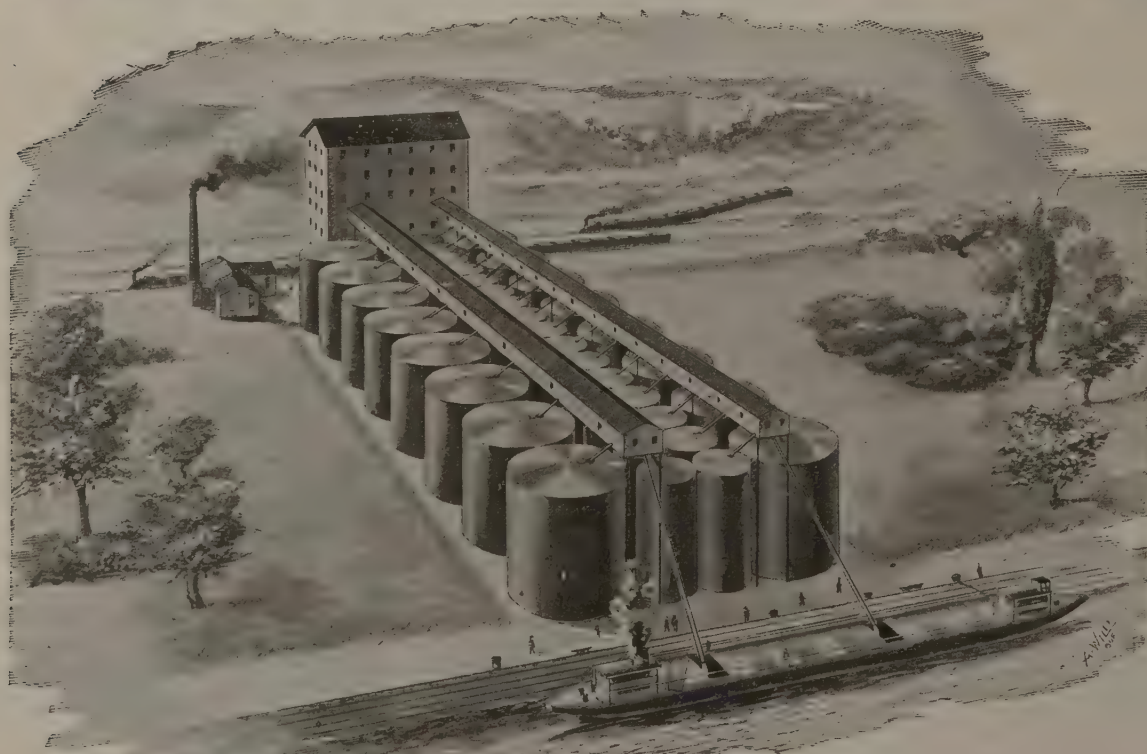
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WRITE US ABOUT OUR
IMPROVED STEEL CONSTRUCTION.

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STEEL STORAGE & ELEVATOR CONS. CO.



CANADIAN PACIFIC RAILWAY CO.'S STEEL ELEVATOR, FORT WILLIAM, CANADA, 1,500,000 BUSHELS.

FIRST IN THE FIELD,
ALWAYS IN THE LEAD.

WE DESIGN AND BUILD COMPLETE

FIREPROOF STEEL ELEVATORS

TO MEET ALL REQUIREMENTS.

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INVESTIGATE OUR

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THE BARNETT & RECORD COMPANY

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STEEL ELEVATORS A SPECIALTY.

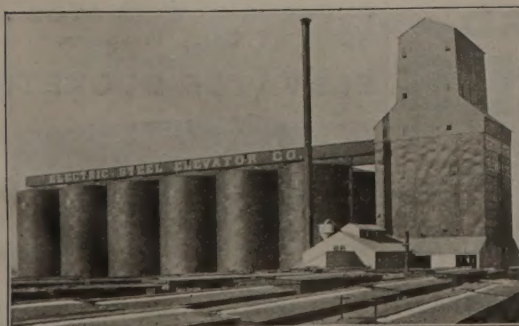
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MINNESOTA ELEVATOR CO., Wilno, Minn.	25,000
MINNESOTA ELEVATOR CO., Hendricks, Minn.	25,000
MINNESOTA ELEVATOR CO., Astoria, S. D.	25,000
EXCHANGE ELEVATOR CO., Bird Island, Minn.	20,000
SPALDING BROS., Wanda, Minn.	25,000
K. KREUGER, West Brook, Minn.	25,000
CROWN ELEVATOR CO., Batavia, Minn.	25,000
CROWN ELEVATOR CO., Hickson, N. D.	25,000
CROWN ELEVATOR CO., Selby, S. D.	25,000
SLEEPY EYE MILLING CO., Arcola, Minn.	20,000
SLEEPY EYE MILLING CO., Wilno, Minn.	20,000
SLEEPY EYE MILLING CO., Hendricks, Minn.	20,000
SLEEPY EYE MILLING CO., Astoria, S. D.	20,000
SLEEPY EYE MILLING CO., Morgan, Minn.	20,000
JENNISON BROS. & CO., Arcola, Minn.	20,000
JENNISON BROS. & CO., Hendricks, Minn.	20,000
SPRINGFIELD ROLLER MILL CO., Wilno, Minn.	20,000
DAVENPORT ELEVATOR CO., Casey, Ia.	20,000
MINNESOTA ELEVATOR CO., Triumph, Minn.	15,000

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GRAND TRUNK ELEVATOR No. 1, Portland, Me.	1,000,000
NORTHERN GRAIN CO., Manitowoc, Wis.	1,400,000
BURLINGTON ELEVATOR, St. Louis, Mo.	1,300,000
UNION ELEVATOR, East St. Louis, Ill.	1,100,000
EXPORT ELEVATOR, Buffalo, N. Y.	1,000,000
J. R. BOOTH ELEVATOR, Parry Sound, Canada.	1,000,000
CHESAPEAKE & OHIO RAILWAY ELEVATOR, Newport News, Va.	1,000,000
CLEVELAND ELEVATOR CO.'S ELEVATOR, Cleveland, Ohio.	500,000
BURLINGTON ELEVATOR, Peoria, Ill.	500,000
CANADA ATLANTIC RAILWAY ELEVATOR, Coteau Landing, Que- bec.	500,000
HALLIDAY ELEVATOR CO.'S ELEVATOR, Cairo, Ill.	500,000
CLEVELAND GRAIN CO.'S ELEVATOR, Sheldon, Ill.	400,000
PERE MARQUETTE RAILROAD CO.'S TRANSFER ELEVATOR, Ludington, Mich.	150,000
GRAND TRUNK TRANSFER & CLIPPING ELEVATOR, Chicago, Ill.	100,000
ERIE RAILROAD TRANSFER & CLIPPING ELEVATOR, Chicago, Ill.	100,000
GOEMANN GRAIN CO.'S TRANSFER ELEVATOR, Mansfield, Ohio.	100,000

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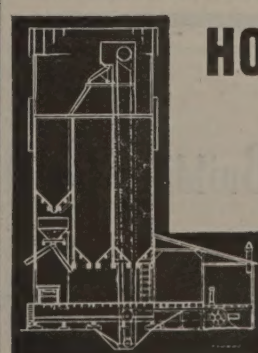
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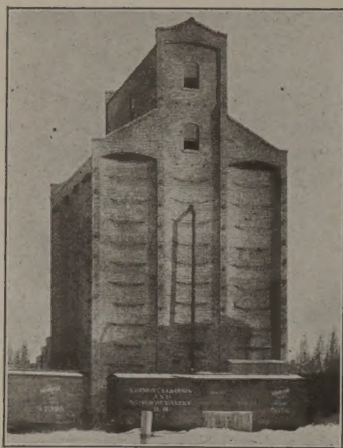


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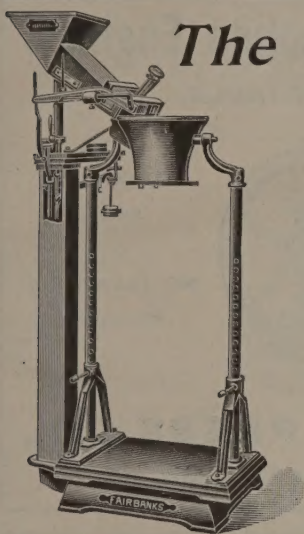
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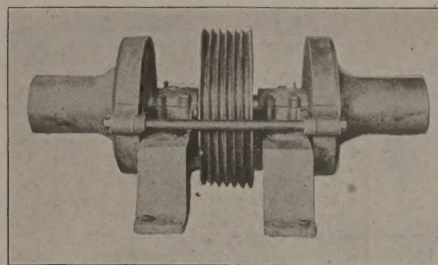
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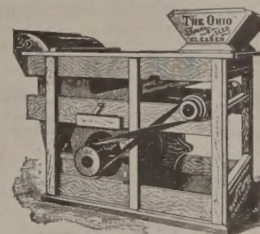
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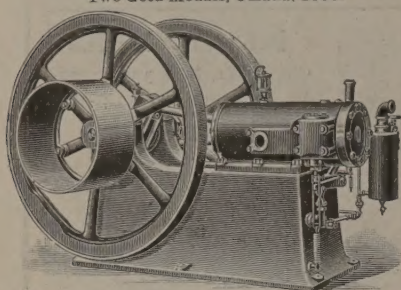
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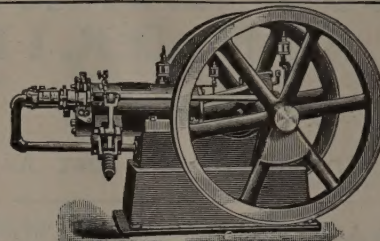
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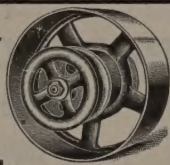
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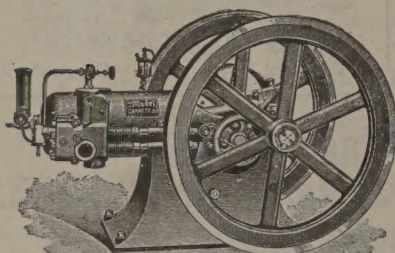
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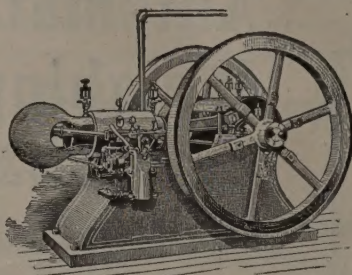
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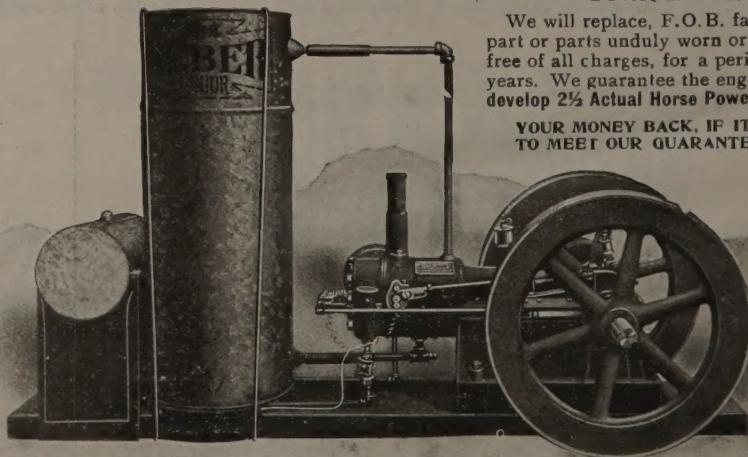
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